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號一十九百一千七萬一第

日七初月五年丑癸

HONGKONG, WEDNESDAY, JUNE 11TH, 1913.

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Hongkong, 11th March, 1913. [a16]

## SIEN TING

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Hongkong, 21st September, 1905. [a80]

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Hongkong, 17th April, 1913. [a89]

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Hongkong, 21st May, 1913.



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Hongkong, 28th May, 1913. [720]

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Hongkong, 2nd August, 1912. [a53]

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Hongkong.  
Hongkong, 1st September, 1910. [a36]

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P. O. FEUSTER,  
Manager.  
Hongkong, 1st January, 1913. [146]

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Hongkong, 4th December, 1907. [a24]

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[742]

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TELEPHONE 1219.  
Hongkong, 15th Apr. 1913. [584]



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Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith. All letters for publication should be written on one side of paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

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## BIRTH.

FASSE.—On June 10th, at 4, Conduit Road, Hongkong, to Mr. and Mrs. JOHN FASSE, a daughter.

## DEATH.

WILFORD.—At Cardiff, on June 8th, SARAH CATHERINE WILFORD, the beloved mother of F. C. Wilford.

HONGKONG OFFICE: 10A, DES VUEX ROAD C. LONDON OFFICE: 151, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JUNE 11TH, 1913.

The sentence of eighty days imprisonment passed by the Mixed Court at Shanghai on a Chinese who had been prosecuted for bigamy will cause many Europeans to correct their notions of Chinese marriage laws. We are so accustomed to the idea that the rich Chinamen is often a much-married man, and polygamy is so extremely common in China, that the very mention of a prosecution in the Courts for bigamy creates amused surprise. It will not be without interest, therefore, if we glance at the facts and the arguments presented at the trial. The defendant in the case had married a young Cantonese lady in 1910, and after six months left Shanghai for America to take up university studies. While in America he fell in love with an American lady, and subsequently went through a form of marriage with her. In the course of time he returned to Shanghai and confessed to his wife the circumstances of his second marriage. His arrest followed, on an information laid by the Chinese wife. The prosecution was instituted under the new Code. One of

the arguments of Counsel on the prisoner's behalf was that the crime was committed before the new Code was in existence, and the Court was urged to deal with the case under the old Code; but the view taken by the Court was that if the prisoner wished to escape punishment it was his duty to have sought a divorce when the new Code came in force. Therefore the Court decided that it must deal with the case under the new Code, but in view of the fact that the prisoner committed the crime "on account of being anxious to improve himself by study abroad," the Court deemed this to be a "special circumstance," within the meaning of the Code following of the mitigation of the sentence, and so he was sent to prison for eighty days, whereas the maximum sentence is three years. A Shanghai contemporary, commenting on the case, remarks "There must have been such a crime as bigamy known to the Chinese ages ago, for their law lays down regulations and punishments for it, but as a matter of practical fact its occurrence must also have been extremely uncommon. In our search for examples we turned to that most useful volume, Mr. DYER BALL'S *Things Chinese*. Apparently bigamy was not one of them. The term is missing from the index, and a search through the many references to marriage, betrothal, divorce, &c., failed to unearth even a passing reference to it. We are, therefore, justified in assuming that bigamy is not, in China, the common thing it is in the West." The fact is that the thing exists in China under another name. We may find, however, in Mr. DYER BALL'S book entitled *The Chinese at Home* (page 48), this reference to bigamy: "Thousands of years ago, one of the most renowned men in China married the two daughters of one man as equal wives. This solitary case has served as a plea with many a woman. It is pitiable to see how so-called wives try to use it, endeavouring thereby to show that they actually fill the position they would hold if they could. The author in his official life saw not a few cases in which a secondary wife, or concubine, has said that she was the equal wife of the man who has another legal first wife. She has got the so-called husband to promise that she shall be his equal wife. But no plea of that kind is of any avail, as there is but one legal first wife in China, and no one, while she is alive, can be her equal." The position is that a man can have but one legal wife, and, in addition, as many concubines as he can afford. Whether there is an instance of a Chinese being punished for a bigamous marriage with a woman of his own race we do not know; the special feature of the case under notice is that the bigamous marriage was with an American lady, and the sentence in the case was imposed, perhaps, not altogether without the intention of it proving a salutary warning to the young married Chinese, who dwell abroad for the purpose of study.

Mr. Archibald Rose, Assistant Chinese Secretary in Peking, is to take up the Vice-Consulship at Hankow.

A Chinese residing at Lover Lascar Road died on Monday from a self-administered overdose of opium.

A telegram to Northern papers says that there have been 146 cases of plague in Canton during the last two months.

Another five cases of plague in yesterday's return brings the number of cases in the Colony since January 1st up to 131.

A European while waiting for a launch on Sunday morning at Queen's Statue Wharf either lost or had his basket of bathing gear stolen from the pier.

Miss May Tang, daughter of the ex-Premier, Mr. Tang Shao-yi, was married in Shanghai last week to Mr. Wellington Ku, a graduate of Columbia.

There is much complaint about the censorship of Press telegrams in Peking: "Foreign Press telegrams are now often delayed and mutilated," it is stated.

We note in a southern paper that so far there are six candidates for the Hongkong University Matriculation Examination which is to be held at Penang on September 1st.

A meeting of the Legislative Council is called for to-morrow, when the Bills introduced a fortnight ago, including the Currency Bills, come up for second reading.

Dr. Wu Ting Tang appeared at the wedding of Mr. Tang Shao-yi in frock coat and top hat. "But he was not entirely comfortable," says a newspaper report, "and he explained to his friends that he had not donned that form of conventional dress for about thirty years—not since his days in Lincoln's Inn. He had stuck to the comfortable Chinese clothing ever since."

A ring boy employed at the Circus at Causeway Bay has informed the police that while he was in the ring someone entered the dressing tent and stole a box belonging to him which contained clothing and other articles to the value of \$68.

News has been received in Shanghai of the death in London of Mr. J. Sanson, who came out to Shanghai in the early 'seventies and later became a partner in the tea firm of Reid, Evans & Co. Mr. Sanson was only 58 years of age, and leaves to mourn his loss a widow very popular in Shanghai society, to whom the sympathy of a large circle of friends goes out with a real and genuine sincerity.

Eighty-five teachers—men and women—from the United States arrived in Manila last week. They come from nearly every State in the Union, representing some of the best universities, colleges and normal schools in the country. Most of them are college graduates, some have done graduate work in the universities and others have pursued technical courses preparing them to take charge of agricultural work, manual training and trade school work and domestic science. They have come to the Philippines under a two year contract.

Miss Annie Sun, elder daughter of Dr. Sun, came to Hongkong by the *Mongolia*. Miss Sun is 19 years of age and has just returned to China after pursuing a course of studies in America, where the *China Republic* says, she acquired a remarkable degree of proficiency in English, which she speaks fluently. She is also a brilliant Chinese scholar. For the last six months, she has been suffering from ill-health and it was finally found that she had developed Bright's disease, and had almost lost her eyesight. She has been accompanied to China by a nurse, Miss Mary Matchett. On arrival at Shanghai, she was unable to go ashore. Her parents proceeded on board to see her and Mrs. Sun accompanied her daughter to Hongkong, where the latter will undergo treatment.

## A PRISONER'S DEATH.

At the Victoria Gaol yesterday Mr. F. A. Hazeland conducted an inquiry into the death of a Filipino prisoner named Paguin, who had died the previous night. The jury was composed of Messrs. A. H. Abbas, J. M. Wong, and K. R. Forde.

Evidence was given by Mr. Pierpont, chief warden, to the effect that the deceased, a man of about 45 years of age, was received into the gaol under sentence of death on 19th January, 1905, the death sentence being afterwards commuted. The warden on duty stated that he was called to the hospital and found the deceased in a state of collapse. He expired in about ten minutes.

Dr. McKenny, medical officer, stated that he conducted a post-mortem examination of the deceased and found he had an enlarged liver and that his heart showed a remarkable condition of fatty degeneration. Death was due to extreme fatty degeneration.

The jury returned a verdict of death from natural causes.

## AMERICAN CHARGED WITH MISAPPROPRIATION.

The case in which S. L. Josephs stands charged with the misappropriation of sums amounting to \$3,000, the monies of Messrs. Michael & Company, Cebu, was again heard before Mr. Melbourne at the Magistracy yesterday. Mr. Lewis, of Messrs. Johnson, Stokes & Master, appeared in support of the prosecution, and Mr. J. Grist, of Messrs. Wilkinson & Grist, defended.

Mr. Douglas, sub-accountant of the International Bank, gave evidence regarding certain bank entries.

Mr. V. W. Daniel, continuing his evidence, said the book produced was handed to him by the defendant, who stated that it contained a record of all money received and spent by defendant on behalf of Michael & Co.

The hearing was adjourned.

## THE MAGISTRACY.

Mr. Lewis, of Messrs. Johnson, Stokes & Master, applied for a re-hearing of a case in which a man had been charged with obstruction. His Worship thought the defendant had not understood the charge and he granted the application.

T. M. Nichol, garage owner, was summoned for driving a motor car during prohibited hours at Aberdeen. Defendant informed Mr. Hazeland that he left the city about twelve o'clock, and it was near one o'clock when Aberdeen was reached. The roads were bad, and it was impossible to turn the car. Accordingly, he turned the car off the road and remained there till six o'clock. Inspector Sim said that cars could turn on the Jubilee Road. His Worship imposed a fine of \$5.

## TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

## THE BALKAN SITUATION.

SERVIA PREPARES FOR WAR.

BELGRADE, June 10th.

General Putnik, the chief of the Serbian General Staff, arrived in the capital by a special train and attends a meeting of the Council, presided over by the King, to consider Bulgaria's reply to the Serbian Note. It is expected that the reply will be in the negative. Preparations for war are most active.

## THE SUFFRAGETTES' CONSPIRACY.

THE SOLICITOR-GENERAL ON THE UNION'S ACTIVITY.

LONDON, June 10th.

The Suffragette conspiracy trial has opened at the Old Bailey.

Sir John Simon, K.C., M.P. (Solicitor-General), for the Crown, pointed out the Union's activity, and showed that it had an income of £35,710. He dwelt on the Suffragette speeches urging outrages, and characterised a mass of papers found at the Suffragette headquarters, recording the outrages as a book of crimes. He emphasised the fact that expenses were paid to the perpetrators, who were also rewarded with medals, etc., after the manner of soldiers in battle.

## THE SUFFRAGETTE "MARTYR."

LONDON, June 10th.

The Suffragettes have arranged a public funeral for Miss Davidson. There will be a procession across London to King's Cross, and the interment will take place in Northumberland, special banners with Biblical inscriptions being carried.

A meeting in London sent the following telegram to the King "Constitutional methods of approaching our King having failed, Emily Davidson has given her life to call attention to women's passionate demand. We call upon our King to give serious attention to the appeal of womanhood." Letters from Mrs. Pankhurst and Miss Pankhurst were read exalting the heroism of Miss Davidson whose last words were "Fight on! God will give us the victory."

## THE HURST PARK OUTRAGE.

LONDON, June 10th.

Two Suffragettes have been arrested at Richmond on suspicion of setting fire to the grandstand on Hurst Park race course.

## THE PRIZING.

LONDON, June 10th.

Carpenter gave a boxing turn at the Revue, the new London opera house. Wells, who occupied a box, challenged him, saying that his friends were prepared to back him for £1,000.

## FOREIGN LABOUR IN ENGLAND.

LONDON, June 10th.

Some hundreds of Dutch agriculturists have arrived at Suffolk for work on the beet sugar farms.

## BRITISH AVIATION.

LONDON, June 10th.

The Government offers a prize of £5,000 for the best aeroplane engine. The competition begins at Farnborough on the 1st February next. Orders to the amount of £10,000 will be given to the makers of the engines fulfilling the requirements of the Government.

## AN AERIAL FEAT.

LONDON, June 10th.

Count Zeppelin in the airship *Sachsen*, flew from Baden Baden to Vienna, a distance of 435 miles, in eight hours. He was welcomed by salutes from guns and cheering crowds. The airship encircled Schoenbrunn Palace on the balcony of which the Emperor watched its evolutions. Herr Aspern, the burgomaster, entertained Count Zeppelin to a banquet.

## THE ULSTER RIFLES.

LONDON, June 10th.

The rifles seized at Dublin came from a stable at Hammersmith, whither they had been conveyed from a ship at Wapping. The police had been watching the stable, where there are still 4,000, for some time, and notified the authorities in Ireland of the departure of each consignment. The stable was rented by a party of well-dressed gentlemen.

## TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

## ANGLO-JAPANESE FRIENDSHIP.

LONDON, June 10th.

Baron Mouye, the new Japanese Ambassador to Great Britain, interviewed by Reuter, said he was greatly pleased to return to England. The outlook for friendship between Great Britain and Japan was never brighter than to-day. The Alliance had preserved its power and influence as a convincing guarantee of the peace of the Far East. Friendliness towards Great Britain lay at the heart of the Emperor and his people.

## AMERICAN TARIFF REVISION.

WASHINGTON, June 10th.

The Democratic leaders of the Senate have decided to place a countervailing duty on live stock, grain, fresh meats, flour and other grain products. These are to be embodied in the free list, but where duty is charged on American exports of these commodities an equal duty will be imposed.

## SOUTH AMERICAN RUBBER ATROCITIES.

LONDON, June 10th.

The report of the Select Committee on the Putumayo atrocities says the employees of the Company were a gang of ruffians and murderers who shot, burned, tortured and violated in a spirit of wanton devilry. The British directors cannot absolve themselves from the charge of culpable negligence regarding the labour conditions prevailing, and the Committee think they deserve severe censure.

## ENGLISH COUNTY CRICKET.

LONDON, June 10th.

Middlesex beat Surrey, at Lords, by 79 runs. Northants defeated Essex, at Northampton, by 8 wickets.

## INTERNATIONAL LAWN TENNIS.

New York, June 10th.

In the preliminary round of the competition for the Davis Cup McLaughlin, of America, beat Doust, of Australia, 6-4, 6-4, 6-2. The Americans have thus won the required three events. Williams of America beat Rice 1-6, 4-6, 6-1, 9-7, 6-2.

## THE INDIAN MONSOON.

BOMBAY, June 10th.

The monsoon has burst.

## A YACHTING DISASTER.

LONDON, June 10th.

Captain Crick, of the mercantile marine, and two seamen from H.M.S. *Tenacore* were drowned by the capsizing of a pinnace during a sailing race at Bangor, County Down.

## DEATH OF MR. GEORGE WYNDHAM.

LONDON, June 10th.

The death has taken place at Paris of the Right Hon. George Wyndham, who was Parliamentary Under-Secretary of State for War from 1893 to 1900, Cabinet Minister in 1902, and Chief Secretary for Ireland from 1900 to 1903.

Mr. Wyndham was taken suddenly ill at the hotel where he had been staying for a week with congestion of the lungs. Great dismay was caused in Dover (which he represented in Parliament), as it was not known that he was ill. In the House of Commons Mr. Asquith paid a warm tribute to the deceased gentleman's services.

## OBITUARY.

New York, June 10th.

Professor C. A. Briggs, a distinguished American theologian, is dead.

## PEACE CONFERENCE CLOSED.

LONDON, June 10th.

The Peace Conference has closed its sittings. The delegates decided that a definitive result would be more easily reached if a Treaty of Peace is completed by agreements separately concluded between the respective Governments.

The Montenegrin delegate, M. Voinovitch, who presided over the Conference, in a valedictory speech, expressed the delegates' homage to King George and their gratitude to the British Government and nation for their hospitality.

## TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

## LIBERAL MINISTERS' SHARE TRANSACTIONS.

LONDON, June 10th.

Interest has been revived in the Marconi Committee owing to the discovery through the examination of the books of an absconded broker named Ferner that the Master of Ellbank in April and May 1912 bought 3000 American Marconi shares.

On Monday Mr. F. H. Illingworth, who succeeded the Master of Ellbank as the chief Liberal Whip, testified that Captain Murray, the Master of Ellbank's brother, had informed him that the Master of Ellbank had made the above purchase on behalf of the Liberal party. Mr. Illingworth himself knew nothing of these shares nor where they were. The list of the party's investments handed him by Lord Murray did not include them.

## THE SUBMARINE EXPLOSION.

LONDON, June 10th.

Submarine E5, in the engine room of which an explosion occurred on Sunday, had just been completed and only left Barrow on Saturday for Portsmouth. The explosion, up to the present, has not been explained.

## HOME RULE FOR IRELAND.

LONDON, June 10th.

In the House of Commons on Monday Mr. Asquith moved the second reading of the Home Rule Bill which had been rejected by the House of Lords. He emphasised the length of time occupied in discussion of the measure last session and affirmed that throughout there had been no sign of falling off in Parliamentary support to the Bill. He analysed the figures of the by-elections since the introduction of the Bill, and declared that it was impossible for anyone to contend there was any evidence that the mass of the electorate disapproved the verdict of the House.

Mr. Balfour, in moving the rejection of the Bill, said he believed that if the Government persisted in the present course we should be on the verge of a great national calamity. Ulster was firmly determined to maintain at all costs—he repeated at all costs—what she regarded as her alienable right as part of the United Kingdom. England's power, if exercised ruthlessly in Ulster, would succeed, but he appealed not to the Government's feeling of omnipotence, but to its conscience.

## NAVAL EXPENDITURE.

LONDON, June 10th.

In the House of Commons, Mr. Churchill informed Sir W. P. Byles, Liberal M.P. for North Salford, that the acceleration of the three contract Dreadnoughts would necessitate an additional expenditure of £500,000 in 1913 and £250,000 in 1914, with a corresponding reduction in the two following years.

## BRITISH TRADE RETURNS.

LONDON, June 10th.

The increases in British imports last month amounted to £3,211,888 and in exports to £5,025,787. The increased imports were principally in food, drink and tobacco (£2,250,000), timber (£500,000), and wool (£225,000), while cotton showed a decrease of £305,858. The increased exports were in iron and steel manufactures (£2,000,000) and cotton goods (£1,000,000).

## A SCHOOL FIRE.

LONDON, June 10th.

St. John's Clergy School at Leatherhead was destroyed by fire. All the scholars were promptly rescued, many in scant attire. The outbreak is believed to have been caused by gas igniting curtains. Arrangements are being made for most of the scholars to return to their homes.

## HIS FEE.

"Sir," said a barber to an attorney who was passing his door, "will you tell me if this is a good seven-shilling piece?" The lawyer, pronouncing the piece good, deposited it in his pocket, adding, with great gravity:—"If you'll send your lad to my office, I'll return the fourpence."—From Anecdotes of Bench and Bar.



## SUPREME COURT.

Tuesday, June 10th.

IN APPELLATE JURISDICTION.

Before Sir HAVILLAND DE SAUMAREZ (Chief Justice of the British Court in China), Sir WILLIAM REES DAVIES (Chief Justice of Hongkong), and Mr. JUSTICE KEMP (Puisne Judge, Hongkong).

A SOLICITOR'S COSTS.

The hearing was continued of the petition on behalf of Mr. G. K. Hall Brutton, solicitor, that the bills of fees, charges, and disbursements delivered by him or his firm to Loung Shin Kong in the matter of Original Jurisdiction action, 73 of 1904, be referred to the Registrar to be taxed, and, further, that the Registrar tax the costs of reference, and certify what shall be found due to or from either party.

Mr. M. W. Slade, K.C. (instructed by Mr. J. S. Harton, of Messrs. Deacon, Looker, Deacon & Harton) was for the appellant, and Mr. C. G. Alabaster (instructed by Mr. Reader Harris, of Messrs. Wilkinson & Grist) for respondent.

Mr. Alabaster, in submitting that the judgment from which the appellant was appealing was correct, contended that there were but two points at issue. One was as to whether he was entitled to taxation or not, which had already been decided in respondent's favour, and the other was that appellant could bring in a supplementary account, either by a new bill altogether or by new items added to the old bill. This again was decided in his favour.

In reply to the Presiding Judge, Mr. Slade said the question whether the respondent was entitled to taxation was not seriously contended. Appellant said from the beginning that if the Court were going to tax the bills, then appellant could bring in his proper solicitor-and-client bill.

Mr. Alabaster further said that respondent had an entire contract with the solicitors to see him through the whole action, and he could not afford to quarrel with his solicitors half-way through. He could not ask for taxation before, and that had been held to be "special circumstances." The Judge having in judgment stated there were special circumstances, there were authorities which went clearly to show that in such case the Court of Appeal would not interfere with matters of discretion. The other side said they would oppose the application for taxation, unless respondent conceded what they claimed to be their right based on the alleged agreement. The point was whether the other side could put respondent on terms.

The Presiding Judge—I think that is, no doubt, part of their contention, but they further contend that they are entitled as of right to send in a further bill.

Mr. Alabaster said the general principle was that a solicitor was bound by his bill. The only remedy he had was an application to Court, showing the omissions.

Mr. Slade replied and their Lordships reserved judgment.

## CHINA MERCHANTS' STEAM NAVIGATION CO.

FORGERIES OF SHARES IN HONGKONG.

The China Merchants' Steam Navigation Co. has published a notice in the Chinese Press of Shanghai calling upon its shareholders to attend a meeting of the Company to be held at 2 p.m. on June 22nd at Chang Su-ho's garden.

Another advertisement by the same Company warns shareholders and the public of a report that there have been forgeries of the Company's shares and interest books in Hongkong. These the Company is now investigating. But as transactions in these shares and books are constantly going on, either by purchase or by mortgage, says the notice, some persons may have been deceived. The Company is busily preparing for the next meeting. It will thus have no time to examine and check the shares until three days after the meeting, when it invites all holders of its shares and books to present them at its Shanghai office for examination.—N.C. Daily News.

## THE MINERAL PRODUCTION OF THE PHILIPPINES.

ENORMOUS INCREASE IN GOLD.

A comparative statement of the mineral production of the Philippine Islands for the years 1911-12 has just been issued by the division of mines, Bureau of Science.

Only two items in the table show marked activity, these being coal and gold. Coal production decreased from the value of 130,000 pesos in 1911 to 20,000 pesos in 1912, due to the closing down of the Balan mines.

Gold increased from 370,000 pesos in 1911 to 1,140,424 pesos in 1912, a gain of 760,518 pesos. With the great strides made during the last half of 1912, and the early months of 1913, it is believed by many, says a Manila contemporary, that gold will become the chief export of the Philippines before the close of the year.

Other minerals, metallic and non-metallic, treated in the report are iron, of which nearly 50,000 pesos worth was produced last year, silver, copper, clay products, lime, sand and gravel, stone, salt, and mineral waters.

## HOME AND CHINA AFFAIRS.

[FROM OUR OWN CORRESPONDENT.]

LONDON, May 14th.

OIL RUMOURS.

Considerable sensation was caused in the Lobby by the reference in *The Times* to detailed rumours with regard to oil contracts for the Navy, and to the alleged personal connection of Ministers and others with would-be contractors. *The Times* publishes the statement in order that Ministers may know that such rumours are in circulation. The gossip originated in the City, and it is difficult to know what purpose it is intended to serve. The Admiralty at present is not a large buyer of oil and purchases its requirements as they are needed in the open market. There are certainly no oil contracts pending, in fact, there cannot be until Lord Fisher's secret committee on the utilisation of oil fuel has reported. Opinions on that committee are said to be much divided. There are those who object strongly to the Navy being run mainly on oil fuel, not a pint of which is produced in this country, while we have unlimited quantities of the finest steam coal within our shores. Should the committee report in favour of oil, it will be necessary to come to Parliament for a vote to enable storage tanks to be built capable of holding at least 1,000,000 tons of oil. Until this has been done, it is pointed out, the Admiralty will not be in a position to ask for contracts for its supply. In Parliamentary circles, the *Daily Chronicle* says, the rumours are believed to have originated in the bare fact that Lord Murray of Elibank is now connected with the great firm of Pearson & Sons, and on their behalf has been visiting their extensive oil-bearing properties in Mexico and South America. Lord Cowdray, head of the firm of Messrs. Pearson & Sons, has been victorious all along the line in his long and hard fight against that gigantic monopoly, the Standard Oil Trust. Most of the vast natural oil resources of Mexico are now under his control. British capital, courage, tenacity, and enterprise have triumphed signally in Mexico over a huge "trust" as unscrupulous as it was powerful.

INFLUENCE OF THE PICTURE PALACE.

The pennies of the rising generation have been transferred from menageries to picture palaces with the result that there is a slump in the trade for large wild animals. The travelling menagerie is no longer a feature of English rural life. Mr. Jamrach, an importer at the London Docks, says he has been compelled to give up trading in the larger creatures. The travelling shows went less and less, and the Board of Agriculture has new and severe restrictions. The famous animal dealer is going to confine himself to the rare things, for wealthy private collectors, and the big zoos. At present he has some birds—Falcated Teal—from Mongolia, which are really rare. He has never had them before, and the price of a pair is £30. Now that China is opening up he expects to obtain more new things from the lesser known parts of that country. The Mongolian teal are on their way to a buyer in Rio, Brazil. The only importers in England now of big wild creatures are Hamlyn, of London, and Cross, of Liverpool.

PROTECTED LISTENS.

Sir Owen Phillips, presiding at the meeting of the Royal Steam Mail Packet, referred to the arrangements which had been made to fit some of their liners with guns for purposes of defence. He had been asked by a shareholder to explain why they had adopted this measure of self-defence instead of continuing to rely exclusively on the Royal Navy under all circumstances for the protection of their vessels. He thought the shareholders would agree with him that having been recommended by the Board of Admiralty to adopt a certain course of action, it would have been neither patriotic nor wise to have ignored such advice. In view of the fact that many of their passenger steamers brought such large quantities of meat to this country, he believed, in adopting the course recommended by the Admiralty, they were carrying out the broad principles which had in the past always actuated the directors of the old Royal Mail in dealing with national questions, and he felt confident that the action they had taken would receive the warm approval of the proprietors.

Referring to the Panama Canal, Sir Owen said the work was steadily proceeding, and although the earthslides in the Culebra Cut made the actual date of the opening of the canal somewhat uncertain, the directors realised that if the canal dues were not too heavy this great undertaking, when completed, would open up opportunities for the development of the company's interests in the Pacific trade. He felt strongly that charging dues for using two great ocean highways like the Panama Canal and the Suez Canal was

a hindrance to the natural development of the commerce of the world, and would, he hoped, before long be considered as objectionable as obsolete turnpike gates would now be considered on English roads.

NOT TOO OLD AT 40.

"The older a man is, so long as he is quite fit, the better he is intellectually—the broader his vision, the saner and wiser his outlook and the more mature his opinions." This is the gist of Sir George Birdwood's contribution to a *Daily Mail* discussion on "When is a man at his best?" Mr. Martin Sherwood, of Oxford, also says it is not good for the race to believe that a man's best days are over at forty. It is interesting to know that there are figures to show that the greatest productivity of man's life lies in the decade between his sixtieth and seventieth year. In order to arrive at actual facts some four hundred names of the most noted men in all times, from all lines of activity, were chosen, and opposite to the name of each man was indicated his greatest work or achievement. The list was critically examined and then arranged according to decades. It was found that the decade of years between sixty and seventy contained 35 per cent. of the world's greatest achievements. Between the ages of seventy and eighty 23 per cent. of the achievements fell, and in the years after the eightieth 8 per cent. In other words, 64 per cent. of the great things of the world have been accomplished by men who had passed their sixtieth year, the greatest percentage, 35 per cent., being in the sixth decade.

The figures for the other periods of life are interesting. Between the fiftieth and the sixtieth years are found 25 per cent., between forty and fifty 10 per cent., These all totalled together leave the almost negligible quantity of 1 per cent. to be attributed to the period below the age of forty. Taken as a whole, Mr. Sherwood contends, the figures prove conclusively that the period of the greatest achievement in a man's life comes not when he is in his youth but only with the years of mature manhood.

LARGE NAVAL ORDER.

According to the naval correspondent of the *Daily Telegraph* a syndicate of British shipbuilders has secured a most important contract which bears further testimony to this country's primacy in naval construction. The Portuguese Government recently drew up a naval programme, and determined that the first instalment should be put in hand without delay. Tenders were invited from foreign shipbuilders for the execution of the work, and the Minister of Marine accepted that of the British syndicate which consists of six well-known firms. The following vessels will be built—two cruisers, six destroyers, three submarines, and one depot ship. They are to be completed within two years. A large amount of foreign warship construction is now in hand in this country. The orders represent an expenditure of about £12,000,000, and include a cruiser for China.

ROMAN CATHOLIC CLUB.

The Salisbury Hotel, in Salisbury Square, Fleet-street, will in a few weeks time be converted into a club and residential hotel for Roman Catholics. A company under the name of the International Catholic Club has been formed to acquire the building for a sum of £27,000, and the leading dignitaries of the Church have given the enterprise their hearty commendation. It will be the only club exclusively for members of the Church of Rome in London, and it will also form the headquarters when an occasion arises to bring Roman Catholics to the metropolis. "A Roman Catholic coming to London from abroad, or even from the provinces," says an official at Archbishop's House, Westminster, "finds himself chilled by the atmosphere around him. It has been held essential that a centre point for those who are Roman Catholics should be marked out, so that they can find themselves in an atmosphere in which they will be most at home." The subscription will be modest, and the club will be managed on the proprietary system.



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SHANGHAI.

OLD BALANCE UPSET.

M. Barthou, President of the French Council, has committed his Government to stand or fall by the Three-Years' Army Bill. "It is not from consideration of tactics," remarked the Minister, "that we have set national defence in the forefront of our pre-occupation. Events have spoken so forcibly that only those who refuse to hear and see shut themselves up obstinately in optimistic inaction. The war in the Balkans, by upsetting abruptly the old balance, has laid down new problems; the defeats of Turkey have disconcerted certain forecasts of diplomacy, and the latter has needed some time to recover itself. No people, no Government, is more attached to peace than France; there is not a country which has furnished such frequent proof of its *sangfroid* and moderation, and respects for the rights of others. The three years' law is now necessary for its security and existence." M. Barthou said the Conference of London had been presided over with firm distinction, and had preserved the peace of Europe. It had succeeded by reciprocal concessions in maintaining for six months the union of the Great Powers. It has gained time, and time was important.

## READJUSTMENT OF JAPANESE SHIPPING SUBSIDIES.

PANAMA ROUTE TO BE SUBSIDISED.

The Government is considering the Shipping Subsidy Bill, which is to be submitted to the Diet at the next session for approval. The *Asahi* notes that the shipping circles of the world are concentrating their attention on the opening of the Panama Canal, with a view to availing themselves of whatever advantages it offers, and the opinion of the Japanese Government seems to be in favour of opening a Panama Canal line. In arranging future subsidies, therefore, the Panama Canal line will be added to the list of subsidised lines, and the Nippon Yusen Kaisha is considered to be the company best able to open the service which the Government will order.

If the service is made a fortnightly one, and the loss on one voyage amounts to Y. 50,000—proceeds the optimistic *Asahi*—the total losses on 24 voyages in a year will be about Y. 1,200,000, and it will be necessary for the Government to grant a subsidy of at least of Y. 2,000,000 to the service. This amount must be economised from the present subsidy list, as the Government cannot afford to increase its grants. If Y. 2,000,000 can be economised from the Y. 5,000,000 now granted to the European line and the Y. 4,000,000 now granted to the American services, the Panama Canal service can be opened without difficulty.

The steamers now on the American run in receipt of a State subsidy are three of the Toyo Kisen, three of the Nippon Yusen Kaisha, and six of the Osaka Shosen Kaisha boats. If the Yusen Kaisha withdraws its present American service in undertaking the Panama service, and the place of the N.Y.K. steamers on the American line is taken by the two other companies, the total amount of the subsidy granted to the American line thus being reduced by about 30 per cent., about Y. 2,000,000 could be saved, giving a fair share of the subsidy to each company concerned. The *Osaka* journal learns that the Government will readjust the subsidy on these lines.—*Japan Chronicle*.

## POPULARITY OF BRITISH BEER.

The world-wide popularity of British beer is shown in a White Paper just issued. During the year ended September 30th last there were exported from the United Kingdom 687,016 barrels of a declared value of £2,139,970. The beverage went to the most remote parts of the globe, among out of the way customers being the Fiji Islands (254 barrels), the Territory of Papua (23), Korea (three), Wei-hai-wei (768), Siam (708), Bolivia (159), Paraguay (19), the Falkland Islands (2931), Arabia (nine), and Madagascar (54). Practically every European country is included in the list; the quantities varying from 106,938 barrels in the case of Belgium, our largest foreign customer, to about half a barrel to Serbia. The overseas Dominions were naturally among the largest consumers. The British East Indies took the huge total of 129,987 barrels. Australia received 114,602 barrels, Canada 16,488, the British West Indies 15,692, New Zealand 9,705, and South Africa and Rhodesia 5,517. The quantity exported to the United States was 73,953 barrels. The total value of the beer thus exported was £2,139,970.

The barrels of beer produced in the United Kingdom numbered 30,089,927 and the beer duty charged amounted to £13,397,342. The materials used included 51,507,463 bushels of malt, while the total bushels of unmalting corn, while the total bushels of rice, flaked rice, maize, of rice, flaked maize, and other similar preparations weighed 1,419,170 cwt. Sugar, including its equivalent of syrups, glucose, and saccharine, weighed 3,657,465 cwt. while hops weighed 61,544,793 lb., and hop substitutes 29,954 lb.

## NIPPON YUSEN KAISHA.

REPORT AND ACCOUNTS.

A general meeting of shareholders of the Nippon Yusen Kaisha was held at Tokio, on the 28th ult., when the following statement of accounts was submitted:—

Sum brought forward from last account	Y. 813,723.99
Profits in the current term	2,989,080.66
Total	3,802,804.65
Reserve fund	149,434.03
Supplementary fund for the reduction in the navigation subsidy and encouragement allowance	98,474.56
Fund for extending services and improving steamers	700,000.00
Reserve for repairing buildings	500,000.00
Special reserve	300,000.00
Allowance to Directors and Auditors	73,655.00
Dividend (10 per cent. per annum)	1,100,000.00
Sum carried forward to next account	881,801.05

The condition of business in the term commencing in October of last year and ending in March of this year was as follows:—

The number of steamers on both coasting and foreign services is 81 with an aggregate tonnage of over 330,000 tons owned by the company, two of over 8,000 tons entrusted to it, and several chartered vessels. The quantity of cargo transported reaches over 2,000,000 tons and the number of passengers carried over 103,000, while the mileage covered extends over 1,700,000 nautical miles.

In the coasting service, the movement of cargo was in general brisk. There was a large supply of cargo in the Hokkaido, while cargo on the Saghalien and Formosan services witnessed an increase. On other routes, however, the condition was about the same as in other years.

In the neighbouring sea services, cargoes destined to Shanghai, Tientsin and other Chinese ports were abundant owing to the recovery of order and the rise in the price of silver in China, and on the home run cargo was also plentiful. The quantity of cargo dispatched to and from Korea underwent a decrease, inasmuch as the number of runs has been reduced. The business on the Vladivostok service slightly increased.

On the European service, bottoms were in large demand owing to an increase in export in goods, and, moreover, the quantity of cargo showed an increase. The quantity of cargo destined to the Straits Settlements and Colombo underwent a decrease on account of a diminution in the number of runs. On the home run there was plenty of cargo such as iron, machinery, dyes, etc. Owing to competition with foreign steamers, the rate of freight had to be lowered, but the number of cabin passengers has remarkably increased, while there were also many steerage passengers. Accordingly, the Kanagawa Maru and the Penang Maru, newly built in England, were temporarily placed on the run in addition to the regular liners.

In the American service there was plenty of fancy mittings and merchandise on the outward runs, and wheat, flour, raw cotton and salt fish on the home run. It is conjectured that business in this service may be effected to some extent as a result of the inauguration of the Pacific service of the Hamamatsu America Line and the Royal Mail in April of this year.

In the Australian service there was a fairly large amount of cargo on account of the promotion of trade between Japan and Australia. The number of emigrants to Manila has, however, undergone a decrease in general.

In the Indian service cargo on the Bombay route increased. The rate of freight on cargo destined to intermediate ports was lowered, being affected by the competition on the Calcutta run. On the homeward run, the cargoes of cotton yarn destined to Hongkong and Shanghai increased, but raw cotton to Japan decreased as the Osaka Shosen Kaisha increased its service.

In the Calcutta service, cargo increased on both outward and homeward runs, and the trade between Japan and India has remarkably developed. The number of deck passengers also increased. The competition will grow still keener, and the company will have to suffer no small loss through the lowering of the freight and improvement of steamers, but will continue with the undertaking inasmuch as it inaugurated the service for the purpose of developing trade between Japan and India.

## HIPPODROME AND CIRCUS.

The change of programme at the Hippodrome and Circus is meeting with general appreciation, and large attendances continue to crowd the huge stadium. The entertainment is of considerable merit, and can be enjoyed by both young and old. Parents should not forget the matinee, which takes place this afternoon.

## HANKOW TEA MARKET.

A correspondent writes to the N.C. *Daily News*:—Buying throughout the week has been pretty general, but without any rush. The estimated supply of Keemun tea is 90,000 half-chests, of which 70,000 half-chests of found buyers at Ts. 294 to Ts. 31 or about ten per cent. lower than last year. The export to London will be thirty per cent. short at least. All the fine Oanlas, and they have been exceptionally good and they have been picked up at Ts. 32 this year, have been picked up at Ts. 32 to Ts. 34. 5d. per lb. was the maximum figure given in these columns a week ago. Shunams might be expected to cost. As Shunams of fact a large business, chiefly for Russia, has been done in this kind at Ts. 124 to Ts. 135—5d. to 54d. per lb. Tea men are making small profits on their Hankow teas, which may mean a larger second crop than was originally expected, but with their Keemuns and Ninghow they have not been so fortunate.

## INTIMATIONS

## JOHNSTONE'S

M.P.



A Really Recherche Whisky.

The best that quality of ingredients and age combined with experience and skill can produce.

OBTAINABLE EVERYWHERE.

H. RUTTONJEE &amp; SON,

Wine and Spirit Merchants.

131

## HOWARD WATCHES

THE AMERICAN WATCH OF FINEST QUALITY AND HIGH PRECISION.

ADJUSTED FOR TEMPERATURE AND POSITIONS.

THE PRICE OF THE HOWARD

WATCH IS FIXED

AT THE FACTORY.

Write or Send for Catalogue to

THE SOLE AGENTS:

Chs. J. Gaupp &amp; Co.,

ALEXANDRIA BUILDINGS,

GRATER ROAD.

41

OUR STUDY OF THE EYE



and its anatomy and our long experience in correcting defective vision enable us to tell beyond doubt if your eyes will be benefited by wearing glasses.

Our method of testing is scientific and accurate. If you do not need glasses we will tell you so. If you do need glasses we can supply and fit them at extremely moderate prices.

**MAKE CERTAIN WE WILL TELL YOU.**

**CLARK & CO.**  
SCIENTIFIC OPTICIANS  
1001 BLOOMINGDALE AVENUE  
NEW YORK

48



## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed DAILY PRESS only, special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

P.O. Box 55. Telephone No. 12.

Telegraphic Address: PRESS.

Codes: A.B.C. 4th Ed., Lieber's.

## NEW ADVERTISEMENTS

## WANTED.

**COTTON PIECE GOODS** Manchester Shipper, well acquainted with quality suitable for the China market, would be pleased to enter into business negotiations with respectable firm desirous of importing such qualities.

Reply to—Care of "Daily Press" Office, Hongkong, 11th June, 1913. [785]

**GLEN LINE (McGREGOR, GOW & Co.) LIMITED.**

FOR HAVRE, LONDON AND ANTWERP.

## THE Steamship

"GLENSTRAE," Captain Jas. McGilvray, will be despatched for the above Ports on or about 15th July, 1913. For Freight or Passage, apply to SHEWAN, TOMES & Co., Agents, Hongkong, 11th June, 1913. [786]

**INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.**

FROM CALCUTTA, PENANG AND SINGAPORE.

## THE Company's Steamship

"FOOKSANG," having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 p.m. the 11th inst. will be landed at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., LTD., General Managers, Hongkong, 10th June, 1913. [14]

G. R.

## ON HIS MAJESTY'S SERVICE

## TENDERS are invited for the Supply of

CARPENTERS, CARPENTERS, PLUMBERS, PAINTERS AND SCRAPERS.

Forms of Tender can be obtained at the CHIEF CONSTRUCTION'S OFFICE, H.M. Naval Yard, Hongkong, and should be filled in and returned as indicated in Tender Form not later than NOON SATURDAY, 21st JUNE, 1913.

E. E. BATE, M.N.A., Chief Constructor.

H.M. Naval Yard, Hongkong, 7th June, 1913. [776]

## WANTED.

**LICENSED MOTOR CAR DRIVER** Wanted. Apply—"X K X." Office, Hongkong, 7th June, 1913. [771]

## WANTED.

**CHINESE A COMPETENT TYPIST.** Good Handwriting and thorough Knowledge of English indispensable. Apply by letter to—MANAGER, "HONGKONG DAILY PRESS" Office, Hongkong, 8th June, 1913. [162]

## MESSAGE.

**SKILLFUL**, Safety in the General or Electric. Miss MORITA, Care of NIPPON HOTEL, 15, 16 and 17, Connaught Road, Opposite Blake Pier. Hongkong, 8th May, 1913. 652

## FOR SALE.

**NO. 199 WANCHAI ROAD**, on INLAND LOTS No. 742 and 743. Apply—THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD., Hongkong, 3rd June, 1913. [753]

## WEI HAI WEI SCHOOL.

**AN ENGLISH SCHOOL** in British Territory favoured with a "Magnificent Climate." Preparation by Experienced and Qualified Teachers for Entrance to Schools in England, or for Commercial Life in the East. New School-House by the sea. Recreations—Sea Bathing, Boating, Cricket, Football, etc. For terms apply to the Headmaster, HERBERT L. BEER, L.C.P. 1085

## LIGHTERAGE.

**THE HONGKONG AND KOWLOON WHARF AND GODOWN CO.** undertake every description of lighter work, including transshipments in the Harbour, delivery to any water frontage in the Colony, and conveyance to Canton and West River ports. Small quantities handled and specially low rates quoted for large quantities.

## PUBLIC COMPANY

**THE HONGKONG IRON MINING CO., LIMITED.**

**NOTICE IS HEREBY GIVEN** that the SCRP CERTIFICATE No. 28 with respect to 100 Shares Nos. 650-660 in the above-named Company standing in the name of ARCHIBALD CAMPBELL MACMILLAN, of Hongkong (since deceased), has been LOST, and should the same not be produced before the 13th day of September, 1913, a new Scrp Certificate will be applied for in the name of the Personal Representative of the said Deceased.

DEACON, LOOKER, DEACON & HARBTON.

Solicitors for the Estate in Hongkong of ARCHIBALD CAMPBELL MACMILLAN, Deceased.

Dated this 6th day of June, 1913. [775]

## INTIMATIONS

**CANTON INSURANCE OFFICE, LTD.**

**NOTICE IS HEREBY GIVEN** that an EXTRAORDINARY GENERAL MEETING of the CANTON INSURANCE OFFICE, LIMITED, will be held at the Office of the General Agents of that Company, No. 16, Pedder Street, Victoria, in the Colony of Hongkong, on 10th DAY WEDNESDAY, the 11th day of June, 1913, at Noon, when the proposed Resolutions which were passed at the Extraordinary General Meeting of the Company held on the 21st day of MAY, 1913, will be submitted for confirmation as Special Resolutions:—

- (1) "That the draft new Articles be approved."
- (2) "That the new Articles already approved by this Meeting which have for the purpose of modification been submitted by the Chairman of the Company be and they are hereby adopted as the Articles of the Company in substitution for and to the exclusion of all the existing Articles thereof."

Dated this 21st day of May, 1913.  
JARDINE, MATHESON & Co., LTD., General Agents, CANTON INSURANCE OFFICE, LTD. [697]

## VICTORIA RECREATION CLUB.

**THE ANNUAL GENERAL MEETING** of Members will be held in the Gymnasium TO-DAY (WEDNESDAY), the 11th June, 1913, at 5.30 p.m., for the purpose of considering and passing the Annual Report and Statement of Accounts for 1912.

F. LAMBERT, Hon. Secretary.

Hongkong, 5th June, 1913. [760]

## NOTICE.

**BREWER AND COMPANY, LIMITED,** Shanghai and Hongkong, Bookellers, &c., &c., Give Notice that they have This Day disposed of their Interest in the Business carried on in Hongkong by them to MR D. EUM JAHN, who will continue the Business under the name of BREWER AND COMPANY, Hongkong, and will collect all accounts due to the Firm of BREWER AND COMPANY, LIMITED, in Hongkong, and will as Agents for the said Company pay all outstanding accounts due by the same Company.

**BREWER AND COMPANY, LTD.,** EDNEY PAKE, Managing Director, 1st June, 1913. [768]

**I, the Undersigned, have This Day acquired** the Business of BREWER & Co., LTD., Pedder Street Hongkong, and will carry on the same Business under the style and name of BREWER & Co., at the above address.

D. EUM JAHN, [769]

## TRAMWAY ALTERATION, HAPPY VALLEY.

**I HEREBY GIVE NOTICE**, in accordance with Section 7 of the Tramway Ordinance of 1901, of my intention to apply to the Governor-in-Council for power to remove the crossover which is nearest to the entrance of the Race Course Grand Stand Enclosure to a position about 67 feet nearer Morrison Hill.

J. J. STODART KENNEDY, General Manager, HONGKONG TRAMWAY CO., LTD. Hongkong, 5th June, 1913. [759]

## HONGKONG SHORTHAND AND TYPEWRITING BUREAU.

**REPORTING** of any Description Under taken by Competent and Reliable Note-Takers. Correspondence and Tabulated Work turned out with Accuracy and despatch. Countries arranged. Secretarial duties undertaken.

H. E. VICTOR, Manager, 10, Queen's Road Central, (First Floor).

Telephone No. 650. Hongkong, 1st June, 1913. [772]

## 香港中外新報

**CEUNG NGOI SAN PO** PUBLISHED DAILY. Is the oldest and still immovably the best Advertising medium among the Native Community. Established for over FIFTY YEARS. Circulates largely throughout Southern China, Indo-China, etc. Terms for Advertising (Translation free) can be obtained at the Office, 10A, Des Vaux Road Central, Hongkong, 151, Fleet Street, London, or from the different Agents. Documents translated from or into Classical or Colloquial Chinese.

## INTIMATIONS

## LANE, CRAWFORD &amp; Co.

TELEPHONE 97.

## HARDWARE DEPART: CHUBB'S AGENTS FOR FIRE AND BURGLAR PROOF SAFES

CHUBB'S STANDARD DOOR CHECKS, PADLOCKS, BOOK QUALITY NIGHT LATCHES, Etc., Etc. SAFES FITTED WITH COMBINATION CASH LOCKS AND DEED BOXES. ESTIMATES GIVEN FOR STRONG ROOM DOORS, etc. LOCKING BARS, PADLOCKS, DRAWER LOCKS, BOX LOCKS, CUPBOARD LOCKS, NIGHT LATCHES, CASHBOXES, Etc., Etc. REPAIRS OF EVERY DESCRIPTION BY COMPETENT LOCKSMITHS. ESTIMATES FREE.

## LANE, CRAWFORD &amp; CO.

## PEEK, FREAN &amp; CO.'S CELEBRATED BISCUITS.

CAN BE OBTAINED FROM—WING ON CO. SINCERE CO. KWONG HIP SHING. KWONG WAH. KWONG FOOK CHEONG. SUNY CO. CHEN KWONG. M. X. BAN. SAN KWOK MAN. AND OTHER LEADING GROCERS.

ASK FOR OUR SPECIAL NOVELTIES: PAT-A-CAKE. SHORTCAKE. TEDDY BEAR. LEMON PUTT CREAM. CLOTTED CREAM.

Other well-known Biscuits such as Marie, Petit Bourne, Milk, Nice, Osborne, etc., are also made by us and Sold at Prices which Compare Favourably with any other Maker's.

REPRESENTATIVES FOR SOUTH CHINA.

## MacEWEN, FRICKEL &amp; Co., HONGKONG AND CANTON.

## LOCATION:—CAUSEWAY BAY HIPPODROME CIRCUS.

MATINEE TO-DAY AT 4 P.M.

AGAIN TO-NIGHT AND EVERY EVENING AT 9.15 P.M. OUR SECOND PROGRAMME! ADMITTED BETTER THAN THE FIRST.

FOR FULL PARTICULARS SEE OUR HAND-BILLS DAILY.

Special Late Train after each Performance.

Box Plan at ROBINSON PIANO CO., LTD.

COL. BOB LOVE, Touring Manager. [778]

Hongkong, 11th June, 1913.

## CHEESE

**WE beg to inform our Customers** that we have received a New Shipment of our well-known CANADIAN STILTON CHEESE.

THE DAIRY FARM CO., LTD. [38]

## GRACA &amp; CO.

Pedder St. (Hongkong Hotel Building) Dealers in POSTAGE STAMPS, PICTORIAL POST CARDS, CIGARS, BOOKS, TOYS, &c. Just Received. FRESH SUPPLY OF VEGETABLE SEEDS. [539]

## JUST ARRIVED.

AMERICA'S LEADING W.B. CORSET.

GREAT DEMAND FOR LONG WAIST. BRECT FORM AND NUFORM.

HOOSAIN-ALI & Co.,

10, D'AGUIAR STREET.

Hongkong, 10th June, 1913. [145]

## ON SALE.

**BOUND VOLUMES** of the HONGKONG WEEKLY PRESS, JULY to DECEMBER, 1912. With Index. Price \$7.50.

On Sale at the "HONGKONG DAILY PRESS" Office.

Hongkong 10th March, 1913.

## AUCTIONS

**PUBLIC AUCTION.** A COLLECTION OF CHINA AND CURIOS LATELY ARRIVED FROM THE NORTH.

THE Undersigned has received instructions to Sell by Public Auction,

On SATURDAY,

the 14th JUNE, 1913, commencing at 2.30 P.M., at his Sales Rooms, Duddell Street.

A COLLECTION OF CHINA

IN 5 COLOUR BLUE AND

WHITE, ETC.,

Comprising:—

5-COLOUR VASES, FIGURES, PLATES, BLUE and WHITE VASES, PLATES, INCENSE BURNERS and PLACQUES, CRYSTAL and AGATE ORNAMENTS, SNUFF BOTTLES, etc., from the TOW. KWANG TO SUNG DYNASTIES. AN INSPECTION IS INVITED.

On View from FRIDAY, the 13th JUNE, 1913.

Catalogue will be issued.

Terms:—Cash on delivery.

GEO. P. LAMBERT, Auctioneer.

Hongkong, 10th June, 1913. [778]

## ON SALE

AT THE

HONGKONG DAILY PRESS

OFFICE.

## NEW AND UP-TO-DATE

PLANS OF THE SI-KIANG

OR

WEST RIVER.

PRICE ONE DOLLAR.

Giving all the Important Towns on route from CANTON to WUCHOW.

Hongkong, 5th April, 1913.

## BANKS

## HONGKONG SAVINGS BANK.

THE Business of the above Bank is now conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed on the Minimum Monthly Balances at 3 1/2 per cent per annum.

Depositors may transfer at their option balance \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION, N. J. STABE, Chief Manager.

Hongkong, 1st July, 1911. [119]

## THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853. HEAD OFFICE—LONDON.

PAID UP CAPITAL ... .. £1,200,000  
RESERVE FUND ... .. £1,700,000  
RESERVE LIABILITY OF PROPRIETORS ... .. £1,200,000

FOREIGN EXCHANGE and General Banking business transacted. CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

A. S. HEWITT, Acting Manager.

Hongkong, 14th April, 1913. [133]

## INTERNATIONAL BANKING CORPORATION.

HEAD OFFICE: 60, Wall Street, New York. LONDON OFFICE: 36, Bishopsgate, E.C.

BRANCHES:—Bombay, Calcutta, Canton, Cebu, Colon, Hankow, Hongkong, Kobe, Manila, Mexico, Panama, Peking, San Francisco, Shanghai, Yokohama.

CAPITAL AND SURPLUS ... .. \$7,000,000 equal £1,400,000

EVERY DESCRIPTION OF BANKING BUSINESS transacted.

CURRENT ACCOUNTS opened on the usual terms.

DEPOSITS RECEIVED, fixed for one year at 4 per cent per annum, or for shorter periods, at rates which may be ascertained on application.

BILLS NEGOTIATED AND COLLECTED MAIL AND TELEGRAPHIC REMITTANCES made.

LETTERS OF CREDIT and DRAFTS granted on all the principal cities in the world.

THE BANK'S CIRCULAR LETTERS OF CREDIT are available all over the world.

COMMERCIAL LETTERS OF CREDIT issued.

PURCHASE and SALE of Stocks and Shares effected.

TRAVELLERS' CHECKS sold and cashed GEORGE HOGG, Manager.

9, Queen's Road, Hongkong, 2nd November, 1912. [220]

## BANKS

**THE YOKOHAMA SPECIE BANK LIMITED.**

AUTHORISED CAPITAL ... Yen 48,000,000  
PAID-UP CAPITAL ... Yen 30,000,000  
RESERVE FUND ... Yen 18,200,000

HEAD OFFICE—YOKOHAMA.

Branches and Agencies at:  
Antung-Hsien, Liao-Yang, Ryojien, Calcutta, London, San Francisco, Bombay, Hongkong, Shanghai, Canton, Hankow, Lyons, Tientsin, Peking (Mukden), Nagasaki, Yokohama, Harbin, New York, Honolulu, Osaka, Kobe.

INTEREST ALLOWED ON CURRENT ACCOUNTS. Deposits received for fixed periods at rates to be obtained on application.

EISHI ONO, Manager.

Hongkong, 31st March, 1913. [443]

## THE BANK OF TAIWAN, LIMITED

(INCORPORATED BY SPECIAL IMPERIAL CHARTER.)

Capital ... .. Yen 10,000,000  
Capital Subscribed (paid up) ... Yen 6,250,000  
Reserve Fund ... .. Yen 2,620,000

HEAD OFFICE: TAIPEI, FORMOSA.

BRANCHES AND AGENCIES: Amoy, Swatow, Canton, Kobe, Tientsin, Foochow, Nagasaki, Shanghai, Yokohama, Keelung, Osaka.

HONGKONG OFFICE, 1, Des Vaux Road.

Interest allowed on Current Accounts. Deposits received on terms which may be had on application.

K. TSUDZUHARA, Manager, Hongkong, 1st May, 1913. [636]

## THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORISED CAPITAL ... .. £1,500,000  
SUBSCRIBED ... .. £1,250,000  
PAID UP ... .. £625,000  
RESERVE FUND ... .. £415,000

HEAD OFFICE: 40, Threadneedle Street, LONDON, E.C.

BRANCHES: Bombay, Calcutta, Hongkong, Madras, Rangoon, Singapore, Suez, Yokohama.

AGENTS IN JAPAN: Messrs. JARDINE, MATHESON & Co., Ltd.

BANKERS: BANK OF ENGLAND, LONDON JOINT STOCK BANK, LTD.

Every description of Banking and Exchange business transacted. Stocks and Shares bought and sold on account of Contributors. Letters of Credit granted on Agents and Correspondents all over the world.

INTEREST allowed on Current Accounts at 2 per cent per annum on Daily Balances and on Fixed Deposits at rates which may be ascertained on application.

A. R. LINTON, Manager. [90]

Hongkong, 20th May, 1913.

## NEDERLANDSCH-INDISCHE HANDELSBANK (NETHERLANDS INDIA COMMERCIAL BANK)

ESTABLISHED 1863.

Authorized Capital Fl. 15,000,000 (£1,250,000)

Paid up Capital Fl. 14,905,350 (£1,242,112)

Reserve Fund Fl. 5,022,161.27 (£418,513)

HEAD OFFICE: AMSTERDAM.

HEAD AGENCY: BATAVIA.

LONDON BANKERS: THE WILLIAMS & DOUGLASS BANK, SWISS BANK CORP.

BRANCHES AND AGENTS all over the World.

THE BANK transacts every description of Banking and Exchange business, receives money on Current Account at the rate of 2 per cent per annum on Daily Balances. Rates on Fixed Deposit can be ascertained on application.

G. VERMEY, Manager, No. 8, Des Vaux Road Central, Hongkong, 23rd April, 1913. [21]

## HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ... .. £15,000,000

RESERVE FUND ... .. £17,200,000

RESERVE LIABILITIES OF PROPRIETORS £15,000,000

COURT OF DIRECTORS: S. H. DODWELL, Esq.—Chairman.

Hon. Mr. D. LANCASTER—Deputy Chairman.

G. Friedland, Esq., W. L. Patterson, Esq., C. S. Gubbey, Esq., J. A. Plummer, Esq., P. H. Holyoak, Esq., Hon. Mr. E. Shellim, G. R. Laurence, Esq., H. A. Siebs, Esq., F. Lieb, Esq.

CHIEF MANAGER: Hongkong—N. J. STABE.

MANAGER: Shanghai—A. G. STEPHEN.

LONDON BANKERS: LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED. On Current Accounts at the rate of Two per cent per annum on the Daily Balance.

ON FIXED DEPOSITS: For 3 months, 2 1/2 per cent. per Annum.

For 6 months, 3 1/2 per cent. per Annum.

For 12 months, 4 per cent. per Annum.

N. J. STABE, Chief Manager. [18]

Hongkong, 8th May, 1913.



**Wm. Johnstone & Co.**  
The Wine Merchants of the East

**NAPIER JOHNSTONE'S**  
"SQUARE BOTTLE"  
WHISKY.  
UNVARIED FOR OVER  
150 YEARS.  
THE SAME TO-DAY AS IN  
1745.  
BEWARE OF  
IMITATIONS.  
SOLE AGENTS IN HONGKONG  
LANE CRAWFORD & CO.,  
and from ALL WINE MERCHANTS.

**GLYCOGEN TREATMENT**  
GIVES MEN ADDS VITALITY  
Immediate Results. Guaranteed Harmless.  
Valuable in all cases of Atrophy, Wasting and  
other forms of Nervous Debility, as it restores,  
develops and strengthens by the outward ap-  
plication of an invigorating salve (Glyco-Balm)  
with the aid of our celebrated Glyco-Wafers  
(palatable). Either preparation is \$1.00 gold-  
(large box). Three boxes \$2.00 gold. One ap-  
plication alone proves our statement in every  
case. J. A. GLYCO SALES CO.,  
Lynbrook, N. Y. (U. S. A.)

**KEATING'S**  
WORM TABLETS  
A purely  
Vegetable  
Sweetmeat  
Sold in  
Bottles by  
all Druggists  
Keating's Worm Tablets furnish a most  
agreeable method of administering the  
only certain remedy for intestinal or  
Threatened Worms. Perfectly safe, mild,  
and especially adapted for children.  
To be obtained of all Druggists.  
Prepared by THOMAS KEATING  
London, Eng.

**APIOLINE**  
(CHAPOTEAUT)  
For functional troubles, delay, pain  
and those irregularities peculiar to  
the sex.  
Prescribed by the highest French  
Medical authorities and superior to  
T. S. S. and other Drops and Pills.  
CHAPOTEAUT, 8, rue Vivienne, Paris.  
Sold by all Chemists.

**THE FRENCH MEDICAL THERAPY**  
No. 1  
THERAPY No. 2  
THERAPY No. 3  
THERAPY No. 4  
THERAPY No. 5  
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THERAPY No. 100

**HONGKONG WEEKLY PRESS.**  
with which is incorporated  
THE CHINA OVERLAND TRADE REPORT  
Subscription, paid in advance, \$12 per  
annum. For sale in any part  
of the World

CHINESE REPUBLICAN  
"REFORMS."  
II.—THE ANTI-OPIMUM CAMPAIGN.  
[BY A CHINESE CONTRIBUTOR.]  
II.  
SWATOW, June, 1913.

Having concluded my argument on the first point referred to in my article published in the issue of the *Hongkong Daily Press* of the 23rd ultimo, I now proceed to clear up the second point, which is "as to whether opium is a drug which virtually ruins the sons of China, and is to a material extent accountable for the degeneration of China?" I cannot persuade myself to agree that the natives of China are virtually or at all ruined by opium for the reasons assigned below:—

The sons of this soil are, on an average, peaceful and law-abiding people; they do not so much understand what fatigue is as the Westerners do in their daily business or work—and consequently, from a pecuniary point of view, they thrive marvellously for all their stagnant ideas of progress; they, for people groping as they do, live their homes in a degree which puts to the blush the cozy whites of Europe and America; their sober and thrifty habits will, if China be well governed, place them on the pinnacle of wealth in the world; their loyalty and patriotism shown even under the misrule of their country, are much to be praised; and, lastly—but not the least, their natural gift of learning has a just claim to high appreciation. But yet, poor souls, they are apparently a ruined nation, because they are ignorant and do not see the light. The reason for this lies solely in the misgovernment of their country, but not at all in the smoking of opium.

Opium is but a luxury, like alcoholic drinks, but in effect, it has comparatively a peculiar sort of morality attached to its use, which eclipses alcoholic drinks by far. An opium smoker, after the soothing effect of his smoke, passes his time in happy peace and is able to grasp things tending to the benefit of his business and home, besides having no inclination to squander his money, while a drunken man does quite the reverse. The only thing against opium is that it makes a heavy demand on the earnings of the poorer classes, but alcoholic drinks bring unlimited misery to the drinker and his family, for he is liable to break the peace with very unpleasant consequences to himself, is altogether unfit for any business or work, and heaps miseries on his family. The consumption of opium in the world is, in cost, very far below that of alcoholic drinks, and yet while Europe and America, the largest consumers of those drinks under the sun, flourish in power and in other respects generally, China remains a benighted country. This springs from the fact that the governing classes of China, with all their anxiety to introduce reforms into the country, have not as yet seen the true light absolutely necessary in effecting reforms.

We shall not be able to see the true light by sudden efforts, however much those efforts are supported by high foreign education, and by a wide view of foreign ways, customs and habits; but solely and absolutely from a conviction in Divinity. Patience and love of strict justice, being the component parts of Divinity, claim a prominent place in the conduct of reforms. Dispensing with these principal virtues simply nullifies the work of improvement. The conviction ought to be what the meaning of Divinity conveys: for if it is simply a faith superficially embraced, its foundation is frail. It is the nucleus of a nation's prosperity and strength. There can be no "conviction" unless it comes from faith laboriously nurtured by the mind, and promoted by good surrounding influences so far as its growth is concerned.

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in bottles and half bottles for Kidney and Kindred troubles, bladder trouble, Gout, Gravel, Arthritis.  
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**VICHY-ETAT COMPOUNDS** to make your own digestive aerated water.

earth humbles himself before it. It is the very gem of justice; its love of nature is supreme. It does not hear so distinctly the chime of the bell of the richest church as it does the groan of the poorest being that has no shelter for his head and body against the sun and dew, no garment to sufficiently cover his person, and no food to keep his life and body together.

Place into the hands of China the whole of Great Britain's army, navy and riches. Can these help her in bringing about indisputably excellent law and administration? Far from it. In fact, a second Napoleon will, instead, be created for China by that army, navy and those riches unless she is blessed with a strong faith in Divinity. Whence comes the golden rule "Do unto others as you would that others should do unto you," whence the teaching of filial piety and every kind of virtue that human beings can name? From Divinity. It is easy for one to profess possessing conviction in Divinity, but it is not as easy for one to regulate his actions by the dictates of that conviction. Unless the mind has truly received it, nothing good will result from it, all profession to possess it notwithstanding. The Christian Bible is the best medium through which to grip it. Therefore, all efforts on the part of Young China to reform will result in little or nothing, unless she lives in the belief of Divinity based on the Christian Bible. It may be argued that Japan is not a Christian nation, but is yet able to uphold her position among the great Powers. In answer, I say that Japan must have a strong faith in Divinity, the very cream of the Christian Bible, otherwise she would never have been a prosperous and strong nation as she is; for, as I have said above, nothing good under the sun is practicable without the help of Divinity. Japan's very submission to the guidance of reason and her very humiliation to copy the good principles and ideas of Christian Governments are the principal component parts of Divinity, which, as a matter of course, results in a blessing to that country. I consider such component parts as being principal on the ground that such submission and humiliation conduce to the salvation of tens of millions of human beings.

Touching the second part of the second point under comment, which is "as to

whether opium is a drug which is to a material extent accountable for the degeneration of China," I cannot help thinking that the foreign-educated members of the leading group of Young China, who have studied in Europe, America and Japan and who have seen marvellously grand and pompous things there, principally in the first and second countries, and have been keenly impressed by the dainty ways of foreigners, imbibed the conception that as opium-smoking is contemptible in the eyes of foreigners, coupled with the fact that foreign Christian Missionaries and certain religious foreign individuals rose against it, it had, by hook or by crook, to be entirely stopped at the earliest date possible; and hence, I think, they led the other members of the group to believe that the degeneration of China has been to a material extent brought about by opium-smoking. But the truth is that traditional prejudices and beliefs, corruption, apathy, obscuracy, conservatism, conceitedness, selfishness, vindictiveness, jealousy, treachery, barbarity, lies, falsehoods and superstition on the part of the people carrying out the Administration of the Government have undermined China's progress and have been the direct cause of her degeneration. Are innocent opium merchants and others interested in the opium trade and innocent opium smokers to suffer for these cursed blemishes?

**DIVINITY PREVAILS.**  
Being a Chinaman, I love every Chinaman, otherwise I do not love my father and my brother. But Divinity prevails over all things and men, including myself, my father and my brother. Give in not to a King if he is wrong, but humbly submit to a beggar if you are wrong! *What justice, what calm!* For a wrong done to humanity is a wrong done to God! The least charity done to humanity has its reward from God! It is the bounden sacred duty of man to fight for the cause of God! My gentle readers, splendour, pomp, distinction, education, riches, and might will never make a nation, unless true faith in Divinity supports them! Sensible Chinamen will, I hope, agree with me that the grating sound of my words is an antidote to China. I shall bless the day when China will be a Christian nation, for then will she be strong and good!

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Apply Property Office.  
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Hongkong, 23rd May, 1913.

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Apply—  
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Hongkong, 10th June, 1913.

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Alexandra Buildings.  
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GODOWN in Ice House Road, at present in occupation of Messrs. E. D. Sassoon & Co.  
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Hongkong, 7th June, 1913.

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For Sale—"LAD BROOKE," No. 9, Conduit Road. Fine View of Harbour, 8 Rooms, 3 Bathrooms, Garden and Tennis Court. Accommodation for 30 Servants.  
For Sale—"LAD BROOKE" and "ROGATE" on part of Kowloon Island Lot No. 1154.  
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Linstead & Davis,  
3rd Floor, Alexandra Buildings.  
Hongkong, 13th May, 1913.

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FURNISHED. For particulars apply to—  
B. SUTHERLAND,  
JARDINE, MATHESON & Co., Ltd.  
Hongkong, 9th May, 1913.

**TO LET.**  
NO. 2, WEST END TERRACE, Shumoon.  
No. 153, PRAYA EAST, GODOWN, FOR SALE or TO LET.  
Unfurnished, a HOUSE at The Peak.  
Apply to—  
THE HONGKONG LAND INVESTMENT & AGENCY CO., Ltd.  
Hongkong, 1st June, 1913.

**TO LET.**  
FLATS, "WILD BELL," No. 147, Wanchai Road, Newly Built, each Flat with 3 ROOMS, Kitchen, Bathroom, and Servants' Quarters. Quiet Locality.  
"HOMESTEAD," No. 45, PEAK.  
Apply to—  
TSANG KIT-FAN,  
Comptroller Department,  
HONGKONG & SHANGHAI BANKING CORPORATION.  
Hongkong, 29th April, 1913.

**TO LET.**  
A HOUSE in KNOTSFORD TERRACE.  
Apply to—  
THE HONGKONG LAND INVESTMENT & AGENCY CO., Ltd.  
Hongkong, 1st June, 1913.

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SHOP, No. 12, Queen's Road Central.  
OFFICES, Nos. 12 & 14, Queen's Rd. Central.  
NO. 9, MOUNTAIN VIEW, PEAK.  
No. 5, STEWART TERRACE, PEAK.  
Apply to—  
M. J. D. STEPHENS.  
Hongkong, 28th May, 1913.

**NOTICES TO CONSIGNEES.**  
NOTICE.  
9297/8. 10 B's Old Newspapers ex s.s. "Hellasophos," arrived Hongkong from United Kingdom 25th Nov. 1912. Bills of Lading No. 193.  
9298/9. 20 B's Old Newspapers ex s.s. "AJAX," arrived Hongkong from United Kingdom 6th November, 1912. Bills of Lading No. 139.

The above Cargo at present lying in Godown No. 3, Holt's Wharf, Kowloon, and being in bad condition, will, unless claimed within Fifteen Days from Date of this Notification, be sold to defray Storage Charges.  
**BUTTERFIELD & SWIRE,**  
Agents,  
OCEAN STEAMSHIP CO., LTD.,  
CHINA MUTUAL S.N. CO., LTD.  
Hongkong, 30th May, 1913.  
"BEN" LINE OF STEAMERS.  
NOTICE TO CONSIGNEES.  
S.S. "BENCLEUCH,"  
FROM LEITH, MIDDLESBORO',  
LONDON AND STRAITS.

**CONSIGNEES** of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.  
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th inst. will be subject to rent.  
All Claims against the Steamer must be presented to the Underwriter on or before the 18th inst., or they will not be recognized.  
All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 11th inst., at 11 A.M.  
No Fire Insurance has been effected.  
Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.  
Hongkong, 4th June, 1913.

**NOTICE TO CONSIGNEES.**  
THE P. & O. S. N. Co.'s Steamer  
"CANDIA,"  
Arrived Hongkong on 5th June, 1913, FROM ANTWERP, LONDON, MALTA, PORT SAID, SUVA and STRAITS.  
Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Co.'s Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.  
Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.  
Goods not cleared within 8 days including date of arrival will be subject to rent.  
No Fire Insurance will be effected by me in any case whatever.  
Damaged packages must be left in the Godowns for examination by the Consignees and the Company's surveyors, Messrs. GODDARD and DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.  
No Claims will be admitted after the Goods have left the Godowns.  
E. A. HEWITT,  
Superintendent.  
Hongkong, 6th June, 1913.  
**SWEDISH EAST ASIATIC CO., LTD.,**  
GOTHENBURG.  
NOTICE TO CONSIGNEES.

**THE Steamship**  
"CANTON,"  
having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.  
Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON TO-DAY requesting it to be landed here.  
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 14th June will be subject to rent.  
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 14th June, at 9.30 A.M.  
All Claims must reach us before the 18th June, or they will not be recognized.  
No Fire Insurance will be effected.  
Bills of Lading will be countersigned by the Undersigned.  
**ARTHUR NILSSON & Co.,**  
Agents.  
Hongkong, 7th June, 1913.



## OLD MEN WHO ARE DOING THE WORLD'S WORK.

When that distinguished physician, Sir William Osler, proclaimed that a man is too old at forty, that simple phrase gave him a world-wide notoriety. Men smiled at the idea, seeing that at forty most men have only just begun to do their great work, while in large numbers of cases their mental activity continues unabated even when they are twice forty.

Pre-eminent among octogenarians is the Emperor of Austria, who still lives laborious days. Other famous workers include Lord Halebury, who, though nearly eighty-seven, will probably again fill the office of Lord Chancellor of Great Britain; Professor Alfred Russel Wallace, who, at eighty-nine, is still one of the greatest scientists living; Dr. Weir Mitchell, aged eighty-three, whose mental activity is so great that he publishes at least one new book every year; while Mr. Joseph Chamberlain, the United States Ambassador to Great Britain, still practices law at eighty.

As for men between seventy and eighty who are in the forefront of intellectual life, their name is legion; and they are headed by the Pope, who is seventy-seven. The first essential for such vigorous old age is, obviously, a food which nourishes the brain, nerves, and doctors are daily impressing on the world the overwhelming importance of proper diet for maintaining the strength and health of the individual.

The first essential of proper diet is that it should contain the most nutritious elements in a concentrated form, so that the organs may not have to deal with a waste of food. Among such foods, a distinguished physician has written in *The General Practitioner*: "I have found Sanatogen reaches more nearly the ideal than any other among easily absorbable, concentrated, nutritious food preparations."

Taken by those who are suffering from any nervous disorders, from anæmia, from dyspepsia, wasting diseases, loss of strength and vitality, as well as by convalescents, Sanatogen rapidly restores them to perfect health. Similarly, taken by those who are well, it increases their stock of health and gives them a reserve of energy, which may be drawn upon when needed.

Nearly sixteen thousand doctors have already testified to the extraordinary benefits their patients have derived from Sanatogen, while some of the most distinguished men and women in the world have voluntarily admitted that they owe much of their present health to the preparation.

BRITISH PRIVY COUNCILLORS.

The Rt. Hon. Sir John Gorst, a member of H.M.'s Privy Council, who is still vigorous at seventy-seven, writes: "Sir John Gorst wishes to say he has long been acquainted with the great merits of Sanatogen—has taken it with excellent results, and when necessary, will take it again. It was also used by a daughter of his with great benefit." The Rt. Hon. Thomas Burt, M.P., another member of the Privy Council, who is seventy-five, writes: "I have used Sanatogen for some time past with excellent results." Sanatogen can be obtained of all Chemists. Those, however, who desire to know more about the preparation should write for a copy of the Art of interesting Pamphlet, "by that distinguished medical living," by that distinguished medical living, Dr. Andrew Wilson. It will be sent, free, to all mentioning this paper, on application to Messrs. A. W. Wilson & Co., 6, Kinkiang Road, Shanghai.

## HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, June 10th			
	Previous Day	Day	2 p.m.
	at 2 p.m.	at 6 a.m.	at 2 p.m.
Barometer	29.69	29.71	29.71
Temperature	82	81	84
Humidity	84	85	81
Wind Direction	West	SW	SW
Force	2	3	2
Weather	0	0	0
Rain	0	1.69	0

Highest open air Temperature 9th ... 84

Lowest open air Temperature 9th ... 76

## HONGKONG TIDE TABLE.

From 11th to 17th June, 1913.

HIGH WATER				LOW WATER			
Days of Week	Days of Month	Height	Time	Days of Week	Days of Month	Height	Time
Wed.	11	4.10	4.20	Mon.	15	6.30	1.32
Thurs.	12	4.53	4.46	Tues.	16	7.50	1.32
Fri.	13	5.53	4.53	Wed.	17	8.54	1.32
Satur.	14	6.39	4.53	Thurs.	18	9.56	1.32
Sund.	15	6.39	4.53				
Mon.	16	7.50	4.53				
Tues.	17	8.54	4.53				

## ON SALE.

HONGKONG HANSARD REPORTS OF THE MEETINGS OF THE LEGISLATIVE COUNCIL FOR THE Session 1911.

REVISED BY THE MEMBERS.

PRICE ... \$5.

DAILY PRESS OFFICE

Hongkong, 6th March, 1911

## POLITICAL PRISONERS IN PORTUGAL.

Sir A. Connolly, writing to *The Times*, says:—

Portugal is our ancient ally, and we have given each other many mutual proofs of friendship in peace and in war. We cannot believe, however, that the present Government truly represents Portugal any more than Robespierre and his Jacobins represented France. We see before us everything which is alien to the real Portuguese nature. In protesting against it we are not wronging our old friend, but rather asking to see that friend's face once more.

No one can read without pain and anger the piteous tale of the thousands of political prisoners who have been held under the most barbarous conditions, some of them not even tried after two years, under a régime which supplies no food at all to an untried prisoner. The present condition of the Lisbon prisons seems to have been equalled only by those of Naples in the days of King Bomba. The damp, reeking, vermin-crawling cells are tenanted by men who are either entirely innocent or else are guilty only of being loyal to the régime under which they were brought up. Men are flogged—sometimes to death—and no voice can be raised in protest. Surely, Sir, if we have indeed any influence it can never be used in a better cause. But only energetic action can prevail. Mere remonstrance has effected nothing.

There is a precedent in the case of Serbia. That nation murdered its King and Queen under atrocious circumstances. We showed our sense of the crime by withdrawing our representative. The Portuguese—or a section of them—have also murdered their late King and his son. The present Government have made the deed their own, since public demonstrations have been permitted this very year in Lisbon in honour of the murderers. Why should we not do once more what we did in the case of Serbia? It would make the powers that be in Portugal realize as nothing else would do how utterly unworthy they are to belong to the comity of nations. The mere threat of such an action might bring about an amnesty. If not, we can only show our displeasure by refusing to have any dealings with people so devoid of justice and humanity.

## CRICKET REFORM.

THE LAW AS TO LEG-BEFORE-WICKET.

Mr. R. H. Lyttleton, writing to *The Times*, says:—

Since you kindly published a letter from me in your issue of March 24th last on the above subject, in which I ventured to differ from Mr. Warner, who thinks that legs may legitimately be used as a second line of defence, and suggested that a batsman should be out if his leg prevents the ball hitting the wicket wherever it wishes, there have appeared several criticisms and suggestions to which, with your permission, I should like to make a few remarks.

Before doing so it must be clearly understood, which apparently is not the case, that neither under the rule which at present prevails nor that which many of us want to see substituted can a batsman be out leg-before-wicket unless he is one of them, that is, a batsman who is playing with a leg. Another is that, in my judgment, the problem that lies before us is the abolition of drawn matches when played on modern wickets in summer weather, and the only way to do this is to frame rules which will have the effect of diminishing the number of runs. We need not worry about cricket matches played on wickets made difficult by uncertain weather, which are drawn owing to the weather, for nothing can stop this.

Mr. Ranney and Mr. R. E. Foster both seem to think that leg-break bowling, with its fieldsmen on the leg side, under the altered rule would be cultivated more than ever, thus not only diminishing off-side play, but making the game more unattractive. Mr. Foster's opinion is entitled to all the respect due to such a magnificent player, but I venture to think that he both exaggerates the difficulty of playing leg-break bowling and underestimates the skill of the batsman playing such bowling on modern perfect wickets. I do not deny that "googly" bowling has developed to an enormous extent, but 50 years ago there were many bowlers who bowled round the wicket and came in from leg; and besides these there were leg bowlers, and both classes of bowlers had far more difficult wickets to help them. The batsmen of those days scorned to use their legs as a second line of defence, and though they got out in cases where the modern batsman would have saved their wickets by their legs, there were practically no drawn matches in good weather.

No doubt the old cricketers kept their right foot firm, and many of us think that it is sound play to do so, but an alteration of the rules would not prevent batsmen who are quick on their feet from moving in front. Mr. Warner seems to think they could not; but I respectfully disagree. The three greatest players I have seen who adopted this style are Mr. A. Steel, Mr. Trumper, and Mr. G. Steel; these fine players constantly had their feet in the bowler's territory, but they did so, not in order to use them as a second line of defence, but because from it they could play or hit the ball; if they missed the ball they were beaten by the bowler, and, as Mr. Steel now contends, should have been given out if the leg prevented the ball from hitting the wicket.

You may safely leave the great batsmen out of the question; they will make quite enough runs under any law. What makes the game dull and causes drawn matches is the systematic standing in bowlers' territory by batsmen, who cannot drive owing to their having taken up this position, but who can push the ball gently about and often make hardly an attempt to play the ball that pitches outside the wicket. An esteemed correspondent in Lancashire writes to me that from behind the bowler's arm he saw a prominent

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## CHINA COAST METEOROLOGICAL REGISTER.

10TH JUNE, 1913, A.M.

Station	Hour	Barometer	Temperature	Humidity	Direction	Force	Weather
Vladivostok	7 a.m.	29.54	57	88	SE	5	or
Yokohama	6 a.m.	29.54	57	88	SE	5	or
Hankow	6 a.m.	29.54	57	88	SE	5	or
Shanghai	6 a.m.	29.54	57	88	SE	5	or
Amoy	6 a.m.	29.54	57	88	SE	5	or
Swatow	6 a.m.	29.54	57	88	SE	5	or
Shantou	6 a.m.	29.54	57	88	SE	5	or
Quanzhou	6 a.m.	29.54	57	88	SE	5	or
Putian	6 a.m.	29.54	57	88	SE	5	or
Longhai	6 a.m.	29.54	57	88	SE	5	or
Yanmen	6 a.m.	29.54	57	88	SE	5	or
Shijiazhuang	6 a.m.	29.54	57	88	SE	5	or
Beijing	6 a.m.	29.54	57	88	SE	5	or
Tientsin	6 a.m.	29.54	57	88	SE	5	or
Harbin	6 a.m.	29.54	57	88	SE	5	or
Qiqihar	6 a.m.	29.54	57	88	SE	5	or
Changchun	6 a.m.	29.54	57	88	SE	5	or
Jiamusi	6 a.m.	29.54	57	88	SE	5	or
Qiamusi	6 a.m.	29.54	57	88	SE	5	or
Yichang	6 a.m.	29.54	57	88	SE	5	or
Wuchang	6 a.m.	29.54	57	88	SE	5	or
Yichang	6 a.m.	29.54	57	88	SE	5	or
Wuchang	6 a.m.	29.54	57	88	SE	5	or
Yichang	6 a.m.	29.54	57	88	SE	5	or
Wuchang	6 a.m.	29.54	57	88	SE	5	or

## PASSED THE CANAL.

May 20th—Hutchinson, C. Ferd. Laeiz, Berflinger, Anna, Sachsen, Goldfels, Ludwigshafen.

May 23rd—Atsuta Mori, Iyo Maru, Sado Maru, Menclous, Spezia, Walsby, Prince.

May 27th—Hysan, Atlantique, Rheus, Pado, Simla.

June 6th—Bulow, Ernest Simon, Glenroy, Hysan Maru, Sateuma, Tencui, Teucer, Tudeus, Den of Glomus.

June 3rd—Hysan, Tauride, Scandia, Spezia.

## ARRIVALS AT HOME.

June 6th—Amazon, Rheus.

## WEATHER REPORT.

On the 10th at 12.10 p.m.—The northern depression is now central to the north of Korea, and the southern depression to the north of Tongking.

Pressure has decreased considerably at Vladivostok and slightly at Haiphong, and N. Luzon. It is practically stationary along the coast of China and Formosa.

Variable winds and squally weather may be expected along the east coast of China.

No returns from Japan.

Hongkong rainfall for 24 hours ending at 10 a.m. to-day, 1.69 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Disaster

Hongkong & Neighbourhood

Formosa Channel

South coast of China between 18° and 22° N.

South coast of China between 22° and 26° N.

South coast of China between 26° and 30° N.

South coast of China between 30° and 34° N.

South coast of China between 34° and 38° N.

South coast of China between 38° and 42° N.

South coast of China between 42° and 46° N.

South coast of China between 46° and 50° N.

South coast of China between 50° and 54° N.

South coast of China between 54° and 58° N.

South coast of China between 58° and 62° N.

South coast of China between 62° and 66° N.

South coast of China between 66° and 70° N.

South coast of China between 70° and 74° N.

South coast of China between 74° and 78° N.

South coast of China between 78° and 82° N.

South coast of China between 82° and 86° N.

South coast of China between 86° and 90° N.

South coast of China between 90° and 94° N.

South coast of China between 94° and 98° N.

South coast of China between 98° and 102° N.

South coast of China between 102° and 106° N.

South coast of China between 106° and 110° N.

South coast of China between 110° and 114° N.

South coast of China between 114° and 118° N.

South coast of China between 118° and 122° N.

South coast of China between 122° and 126° N.

South coast of China between 126° and 130° N.

South coast of China between 130° and 134° N.

South coast of China between 134° and 138° N.

South coast of China between 138° and 142° N.

South coast of China between 142° and 146° N.

South coast of China between 146° and 150° N.

South coast of China between 150° and 154° N.

South coast of China between 154° and 158° N.

South coast of China between 158° and 162° N.

South coast of China between 162° and 166° N.

South coast of China between 166° and 170° N.

South coast of China between 170° and 174° N.

South coast of China between 174° and 178° N.

South coast of China between 178° and 182° N.

South coast of China between 182° and 186° N.

South coast of China between 186° and 190° N.

South coast of China between 190° and 194° N.

South coast of China between 194° and 198° N.

South coast of China between 198° and 202° N.

South coast of China between 202° and 206° N.

South coast of China between 206° and 210° N.

South coast of China between 210° and 214° N.

South coast of China between 214° and 218° N.

South coast of China between 218° and 222° N.

South coast of China between 222° and 226° N.

South coast of China between 226° and 230° N.

South coast of China between 230° and 234° N.

South coast of China between 234° and 238° N.

South coast of China between 238° and 242° N.

South coast of China between 242° and 246° N.

South coast of China between 246° and 250° N.

South coast of China between 250° and 254° N.

South coast of China between 254° and 258° N.

South coast of China between 258° and 262° N.

South coast of China between 262° and 266° N.

South coast of China between 266° and 270° N.

South coast of China between 270° and 274° N.

South coast of China between 274° and 278° N.

South coast of China between 278° and 282° N.

South coast of China between 282° and 286° N.

South coast of China between 286° and 290° N.

South coast of China between 290° and 294° N.

South coast of China between 294° and 298° N.

South coast of China between 298° and 302° N.

South coast of China between 302° and 306° N.

South coast of China between 306° and 310° N.

South coast of China between 310° and 314° N.

South coast of China between 314° and 318° N.

South coast of China between 318° and 322° N.

South coast of China between 322° and 326° N.

South coast of China between 326° and 330° N.

South coast of China between 330° and 334° N.

South coast of China between 334° and 338° N.

## VISITORS AT HOTELS.

## HONGKONG HOTEL.

Mr. J. M. Aaron	Mr. E. S. Kahl
Mr. A. T. AACBACH	Mr. Ellis Kadorie
Mr. A. M. Barretto	Mr. Kendal
Mr. M. Barlog	Mr. A. Krausman
Miss L. Baring	Mr. R. Lowell
Mr. E. S. Bates	Mr. G. T. Lloyd
Mr. G. A. Bann	Miss M. Malleson
Capt. C. R. Bayron	Dr. Malther
Mr. A. Bierman	Mr. E. T. Matheson
Mr. Brandes	Miss Geo. Murtin
Mr. R. Brown	Mr. T. P. McGraw
Mr. A. J. Cambridge	Mr. & Mrs. Neil
Mr. E. Caspere	MacIntyre
Mr. G. J. C. Corfield	Dr. & Mrs. C. W
Mrs. W. E. Coyne	Dr. & Mrs. E. W
Mr. C. P. Candler	Dr. G. W. McKean
Mr. & Mrs. V. Durey	Mr. B. E. Mehta
Mr. C. H. Davis	Mr. J. Meredith
Mr. J. Dewar	Mr. G. G. Montbrun
Mr. & Mrs. Dertanzo	Mr. A. B. Moulder
and 2 children	Mr. J. D. F. Müller
Mr. R. B. Dixon	Miss G. O'Leary
Mr. W. A. Dowley	Mr. J. O'rmiston
Mr. R. H. Douglas	Mr. E. A. Perkins
Mr. W. Dabreneth	Mr. E. E. Prescott
Mr. & Mrs. H. C.	Mr. E. H. Price
Ehrenfels	Miss F. Rose
Mr. E. H. Farrel	Mr. C. F. Robins
Mr. C. C. Finlayson	Mr. R. R. Sarton
Mr. H. G. Fisher	Mr. A. S. Schweske
Mr. W. E. Fischer	Mr. E. S. Siebenstein
Mr. Dezman Fuller	Mr. E. A. H. Sly
Mr. M. Garibaldi	Mr. & Mrs. Bobb Scott
Mr. & Mrs. L. H. Geare	Mr. J. C. Sibley
Dr. J. M. Gillespie	Mr. E. T. Slager
Mr. A. G. Gordon	Mr. V. Sorey
Mr. J. Gourgey	Capt. H. Spear
Mr. V. Goussier	Mr. S. Spino
Mr. Joseph Gould	Mr. H. Thompson
Mr. P. O. von Grisono	Mr. & Mrs. E. J.
Mr. Gunn	Waterman
Dr. J. G. Hanna	Mr. S. Weaver
Mr. W. T. Harbord	Mr. & Mrs. B. Wabb
Mr. J. K. Harding	Mr. S. Werschansky
Mr. & Mrs. Hecker	Mr. F. W. White
Mr. A. Herzl	Mr. H. H. White
Hon. Mr. E. A. Hewatt.	Mr. & Mrs. J. O.
	Whitaker
Mr. C. Ingensoll	Mr. W. E. Wieldler
Capt. H. Innes	Mr. R. B. Wigglesworth
Mr. & A. J. Jones	Mr. G. G. Wood
Miss Herman Kantis	Mr. S. A. Yeadeall
phinit	



## VESSELS ON THE BERTH

## REGULAR STEAMSHIP SERVICE

(WITH LIBERTY TO CALL AT THE MALABAR COAST)

## PROPOSED SAILINGS FROM HONGKONG

## FOR BOSTON AND NEW YORK

SS. "SAINT PATRICK" On or about 16th June.  
For NEW YORK.  
SS. "WHAY CASTLE" On or about 3rd July.  
For Freight and further information, apply to  
DODWELL & Co., Ltd.,  
Agents.  
Hongkong, 11th June, 1913. (17)8-624

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

## STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR  
BATAVIA, PERAK, GULF, CONTINENTAL,  
AMERICA AND SOUTH AFRICA PORTS.  
THE Steamship

## "ARCADIA"

Captain S. J. Barclay, carrying His Majesty's Mail, will be despatched from this port for BOMBAY, on SATURDAY, the 21st June, 1913, at Noon, taking Passengers and Cargo for the above Port in connection with the Co.'s s.s. "MAMORAI," from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable Tea and Cargo for France and London (under arrangement) will be transhipped at Colombo into the Mail Steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed by Bombay in the s.s. "HIMALAYA," due in London on the 3rd August, 1913.

Permits will be received at the Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to  
E. A. HEWITT,  
Superintendent.  
Hongkong, 9th June, 1913.

## THE "INDRA" LINE, LIMITED.

## FOR BOSTON AND NEW YORK

(With Liberty to Call at the Malabar Coast.)

## THE Steamship

## "INDRAKUALA"

Captain A. H. Smith, will be despatched as above on MONDAY, 23rd June.  
This Steamer has superior accommodation for a limited number of Saloon Passengers.  
For Freight or Passage, apply to  
JARDINE, MATHESON & Co., Ltd.,  
Agents.  
Hongkong, 10th June, 1913. (78)1

## LATEST STEAMER MOVEMENTS.

The cargo of Raw Silk shipped on board the M.M. str. *Amazona*, which left this port on the 6th May, was delivered in Lyon on the 7th June.

The C.P.R. str. *Empress of Japan* left Vancouver on the 5th June, a.m., and is due to arrive at Hongkong on the 26th June.

The C.P.R. str. *Empress of India* left Shanghai on the 10th June, at 11 p.m., and is due to arrive at Nagasaki on the 12th June, at 6 a.m.

The A.L. str. *Africa* left Shanghai for this port on the 10th June, and will arrive here on the 13th June.

## PASSENGERS.

## ARRIVED.

Per *Fookang*, from Calcutta, etc., Mrs. H. S. Core, Messrs. Colson, Game and Austin.

Per *Sumatra*, for Hongkong, from Shanghai, Mr. M. Byrnie; from Keelung, Rev. Father Pratt.

Per *Fuensang*, from Manila, Lieut. S. D. Crawford, Mr. R. Subinchoin, Mr. R. B. Wigglesworth, Mr. R. Lowell, Mr. and Mrs. C. V. Monif and child, Mr. Situmain, Mr. O. Krammer, Mr. and Mrs. W. Wille, Mr. and Mrs. M. Silver and child, Mr. and Mrs. A. de Silva and 3 children, Mr. M. Magallan, Dr. H. C. Schiffmann, Mr. Maes, Mr. O. Leineweber, Mr. O. E. Slevier and Mr. Harding.

## ON SALE.

A TABLE OF THE RATES OF EXCHANGE AT BOMBAY

For Demand Drafts on London on the day of or preceding the departure of the English Mails; also Table of the Yearly Approximate Averages for 36 years

From 1874 to 1909.

Price 32 Cash. On Sale at the DAILY PRESS Office Local Bookellers.

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "L," nearest Hongkong "H," midway between Hongkong and Kowloon "M," and those vessels berthed at the Kowloon Wharf "K.W." together with the number denoting the section.

1. From Green Island to the Harbour Master's				2. From Harbour Master's to Black Pier				3. From Black Pier to Naval Yard				4. From Naval Yard to East Point							
DESTINATION.		VESSEL'S NAMES.		FLAG & REG.		DEPART.		CAPTAIN		FOR FREIGHT APPLY TO		TO BE DESPATCHED							
LONDON & ANTWERP VIA SINGAPORE, &c.				SUMATRA				W. R. Le Mare, R.N.B.				P. & O. S. N. Co.				Today, at 10 A.M.			
LONDON & ANTWERP				FLINTSHIRE				S. Barclay				JARDINE, MATTHEWSON & Co., Ltd.				About 15th July.			
LONDON, via Usual Ports of Call				ALBANY				Habel				HAMBURG-AMERIKA LINE				On 21st inst., at Noon.			
HAVRE, ROTTERDAM, HAMBURG & ANTWERP &c.				SEGOVIA				Jas. McGillivray				HAMBURG-AMERIKA LINE				To-morrow, at 1 P.M.			
HAVRE, BREMEN & HAMBURG, &c.				QUENTIN				Buch				SHEWAN, TOMES & Co.				About 15th July.			
HAVRE, LONDON & ANTWERP, &c.				SAMBIA				Valat				HAMBURG-AMERIKA LINE				On 15th inst.			
MARSEILLES & HAMBURG, &c.				PAUL LERAT				B. Kon				MESSAGERIES MARITIMES				On 17th inst., at 1 P.M.			
MARSEILLES VIA SAIGON, S'PORE, COLOMBO, PORT SAID				ARK MARU				Kozue				NIPPON YUSEN KAISHA				On 18th inst., at D'light			
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.				SIBUYA				T. Komura				HAMBURG-AMERIKA LINE				On 28th inst.			
MARSEILLES, HAVRE & HAMBURG, &c.				FURBER BLOW				R. Shimizu				HAMBURG-AMERIKA LINE				On 30th inst.			
VICTORIA, B.C. & TACOMA VIA KEELUNG, &c.				TACOMA MARU				OASA SHOSH KAISHA				To-morrow, at 1 P.M.							
VICTORIA, B.C. & SEATTLE VIA KEELUNG, &c.				AWA MARU				JARDINE, MATTHEWSON & Co., Ltd.				On 17th inst., at 4 P.M.							
VICTORIA, B.C. & TACOMA VIA KEELUNG, &c.				HARPAUGUS				OASA SHOSH KAISHA				About 19th inst.							
VICTORIA, B.C. & TACOMA VIA KEELUNG, &c.				PANAMA MARU				J. Kanoo				On 23rd inst., at 1 P.M.							
NAPLES, GENOA, ALGERS, GIBRALTAR, STON MANILA				GORDEN				A. Ahlborn				Today, at 10 A.M.							
TRIESTE, VIA SINGAPORE, PENANG, COLOMBO, &c.				AFRICA				SANDER, WHEELER & Co.				On 13th inst., at 5 P.M.							
TRIESTE, FUMES, VENICE VIA SINGAPORE, &c.				GRIELA				DODWELL & Co., Ltd.				About 1st July.							
NEW YORK				WRAY CASTLE				DODWELL & Co., Ltd.				About 3rd July.							
BOSTON & NEW YORK				SAINT PATRICK				A. H. Smith				JARDINE, MATTHEWSON & Co., Ltd.				About 15th inst.			
BOSTON & NEW YORK				INDOKULLA				Geissel				HAMBURG-AMERIKA LINE				On 23rd inst.			
VANCOUVER, SEATTLE, via Tacoma, &c.				FREDERICK LARSEN				W. Davison				CANADIAN PACIFIC R. Co.				On 21st inst., at Noon.			
VANCOUVER VIA SHANGHAI, JAPAN, &c.				MONTAGNA				H. Bremer				JARDINE, MATTHEWSON & Co., Ltd.				About 30th inst.			
VANCOUVER, SEATTLE, TACOMA & PORTLAND				VERALIA				E. Finlayson				FAGNER, PACIFIC R. Co.				On 2nd July, at Noon.			
VANCOUVER VIA SHANGHAI, JAPAN, &c.				EMPEROR OF JAPAN				M. Winckler				FAGNER, PACIFIC R. Co.				To-day, at 5 P.M.			
SAN FRANCISCO VIA KEELUNG & JAPAN, &c.				MONGOLIA				W. W. Tucker				TOTO KAISEI KAISEN				On 17th inst., at Noon.			
SAN FRANCISCO VIA MANILA & JAPAN, &c.				NIPPON MARU				T. Sato				THE BANK LINE, LIMITED				On 1st July, at 3 P.M.			
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.				PERSIA				H. S. Malkin				MELCHERS & Co.				On 14th inst., at 6 A.M.			
CAPEPORTS VIA MAURITIUS				DUNERO				L. Kingstich </td <td colspan="4">NIPPON YUSEN KAISHA</td> <td colspan="4">On 21st inst., at Noon.</td>				NIPPON YUSEN KAISHA				On 21st inst., at Noon.			
AUSTRALIAN PORTS VIA MANILA				PRINZ WALDEMAR				S. Tominga				TOTO KAISEI KAISEN				On 2nd July, at Noon.			
AUSTRALIAN PORTS VIA MANILA				CHANGSHA				K. Komiya				JARDINE, MATTHEWSON & Co., Ltd.				On 5th Aug., at Noon.			
AUSTRALIAN PORTS VIA MANILA				ST. ALBANS				G. Hooker				JARDINE, MATTHEWSON & Co., Ltd.				On 23rd inst.			
AUSTRALIAN PORTS VIA MANILA				KYUNAO MARU				T. Yamamoto				NIPPON YUSEN KAISHA				To-morrow, at Noon.			
MEXICAN, PERUVIAN & Other Ports via JAPAN				KITO MARU				K. Nagano				MELCHERS & Co.				About 24th inst.			
YOKOHAMA, KOBE & MOJI				TODA MARU				J. W. Hickey				SANDER, WHEELER & Co.				On 2nd July, at 11 A.M.			
KOBE & YOKOHAMA				FUSANG				G. Manley				OASA SHOSH KAISHA				About 26th inst.			
KOBE & YOKOHAMA				ASUTSU MARU				D. Niendorf				HAMBURG-AMERIKA LINE				On 22nd inst., P.M.			
KOBE & YOKOHAMA				COULEN				Christianson				MESSAGERIES MARITIMES				On 17th inst., at D'light			
NAGASAKI, KOBE & YOKOHAMA				INARA MARU				W. Baddeley				NIPPON YUSEN KAISHA				On 15th inst., at D'light			
YOKOHAMA & KOBE VIA SHANGHAI				E. F. FREDERICK				W. R. Hickey				JARDINE, MATTHEWSON & Co., Ltd.				About 11th inst.			
MOJI, KOBE & YOKKAICHI				INDO MARU				Walker				JARDINE, MATTHEWSON & Co., Ltd.				To-morrow, at Noon.			
JAPAN				TUTABOEN				K. Tashira				BUTTERFIELD & SWIRE				To-morrow, at 4 P.M.			
TIENTSIN & TIENTSIN				HUICHOW				T. Yamamoto				JARDINE, MATTHEWSON & Co., Ltd.				On 14th inst., at Noon.			
TIENTSIN VIA SWATOW & TSINGTAU				CHIFSHING				J. W. Hickey				P. & O. S. N. Co.				On 14th inst., at 1 P.M.			
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA				CHIFFLINGER				D. Niendorf				HAMBURG-AMERIKA LINE				On 14th inst., at M'night			
SHANGHAI				CHOTANG				Christianson				MESSAGERIES MARITIMES				On 16th inst., at 7 A.M.			
SHANGHAI, KOBE & MOJI				FUSANG				W. Baddeley				NIPPON YUSEN KAISHA				On 18th inst.			
SHANGHAI, MOJI, KOBE & YOKOHAMA				SARDINIA				W. R. Hickey				JARDINE, MATTHEWSON & Co., Ltd.				On 19th inst., at 4 P.M.			
SHANGHAI				CHUAN				Walker				DAVID SASSOON & Co., Ltd.				About 20th inst.			
SHANGHAI, KOBE & YOKOHAMA				GOLDENWELL				K. Tashira				JAYA-CHINA JAPAN LINES				On 28th inst., at 5 P.M.			
SHANGHAI, KOBE & YOKOHAMA				ATLANTIC QUEEN				T. Yamamoto				OASA SHOSH KAISHA				On 30th inst.			
SHANGHAI				KAWACHI MARU				J. W. Hickey				OASA SHOSH KAISHA				Quick despatch.			
SHANGHAI				LUCROW				J. W. Hickey				OASA SHOSH KAISHA				To-day, at 10 A.M.			
SHANGHAI, YOKOHAMA, KOBE & MOJI				DEVANHA				J. W. Hickey				OASA SHOSH KAISHA				On 18th inst., at 2 P.M.			
SHANGHAI				CEYLON				J. W. Hickey				OASA SHOSH KAISHA				On 15th inst., at Noon.			
SHANGHAI, KOBE & MOJI				KORBER				J. W. Hickey				OASA SHOSH KAISHA				To-day, at 1 P.M.			
SHANGHAI				ARMISTON APCAR				J. W. Hickey				OASA SHOSH KAISHA				On 13th inst., at 11 A.M.			
ANPING & TAKAO VIA SWATOW & AMOY				TUNGWONG				J. W. Hickey				OASA SHOSH KAISHA				On 17th inst., at 11 A.M.			
FOOCHOW VIA SWATOW & AMOY				SOMER MARU				J. W. Hickey				OASA SHOSH KAISHA				On 14th inst., at 2 P.M.			
TAMSOI VIA SWATOW & AMOY				KAHO MARU				J. W. Hickey				OASA SHOSH KAISHA				On 16th inst., at 2 P.M.			
SWATOW				DAIWIN MARU				J. W. Hickey				OASA SHOSH KAISHA				On 21st inst., at 2 P.M.			
SWATOW, AMOY & FOOCHOW				HAINAN				J. W. Hickey				OASA SHOSH KAISHA				On 26th inst., at 4 P.M.			
SWATOW, AMOY & FOOCHOW				LAUNCH				J. W. Hickey				OASA SHOSH KAISHA				Quick despatch.			
SWATOW, AMOY & FOOCHOW				HAINAN				J. W. Hickey				OASA SHOSH KAISHA				On 23rd inst.			
MANILA				YUNSHANG				J. W. Hickey				OASA SHOSH KAISHA				On 26th inst., P.M.			
MANILA, MANGARIN, ILOILO & CEBU				RUM				J. W. Hickey				OASA SHOSH KAISHA				To-morrow, at 2 P.M.			
MANILA, MANGARIN, ILOILO & CEBU				LOONGSANG				J. W. Hickey				OASA SHOSH KAISHA				On 14th inst., at 2 P.M.			
BATAVIA, CHERIBON, SAMARANG				ZAVIRO				J. W. Hickey				OASA SHOSH KAISHA				On 14th inst.			
BOMBAY VIA SINGAPORE & COLOMBO				ETIPANAS				J. W. Hickey				OASA SHOSH KAISHA				On 23rd inst.			
SINGAPORE, PENANG & CALCUTTA				KAWACHI MARU				J. W. Hickey				OASA SHOSH KAISHA				On 26th inst.			
SINGAPORE, PENANG & CALCUTTA				SUING				J. W. Hickey				OASA SHOSH KAISHA				On 26th inst.			
SINGAPORE, PENANG, RANGOON & CALCUTTA				KUTANG				J. W. Hickey				OASA SHOSH KAISHA				On 26th inst.			
SINGAPORE, PENANG & CALCUTTA				COLOMBO MARU				J. W. Hickey				OASA SHOSH KAISHA				On 26th inst.			
SINGAPORE, PENANG & CALCUTTA				GEBROU APCAR				J. W. Hickey				OASA SHOSH KAISHA				On 26th inst.			
SINGAPORE, PENANG & CALCUTTA				BONHO				J. W. Hickey				OASA SHOSH KAISHA				On 26th inst.			
SINGAPORE, PENANG & CALCUTTA				SUKONGIANG				J. W. Hickey				OASA SHOSH KAISHA				On 26th inst.			
SINGAPORE, PENANG & CALCUTTA				SUKONGIANG				J. W. Hickey				OASA SHOSH KAISHA				On 26th inst.			
SINGAPORE, PENANG & CALCUTTA				SUKONGIANG				J. W. Hickey				OASA SHOSH KAISHA				On 26th inst.			
SINGAPORE, PENANG & CALCUTTA				SUKONGIANG				J. W. Hickey				OASA SHOSH KAISHA				On 26th inst.			
SINGAPORE, PENANG & CALCUTTA				SUKONGIANG				J. W. Hickey				OASA SHOSH KAISHA				On 26th inst.			
SINGAPORE, PENANG & CALCUTTA				SUKONGIANG				J. W. Hickey				OASA SHOSH KAISHA				On 26th inst.			
SINGAPORE, PENANG & CALCUTTA				SUKONGIANG				J. W. Hickey				OASA SHOSH KAISHA				On 26th inst.			
SINGAPORE, PENANG & CALCUTTA				SUKONGIANG				J. W. Hickey				OASA SHOSH KAISHA				On 26th inst.			
SINGAPORE, PENANG & CALCUTTA				SUKONGIANG				J. W. Hickey				OASA SHOSH KAISHA				On 26th inst.			
SINGAPORE, PENANG & CALCUTTA				SUKONGIANG				J. W. Hickey				OASA SHOSH KAISHA				On 26th inst.			
SINGAPORE, PENANG & CALCUTTA				SUKONGIANG				J. W. Hickey				OASA SHOSH KAISHA				On 26th inst.			
SINGAPORE, PENANG & CALCUTTA				SUKONGIANG				J. W. Hickey				OASA SHOSH KAISHA				On 26th inst.			
SINGAPORE, PENANG & CALCUTTA				SUKONGIANG				J. W. Hickey				OASA SHOSH KAISHA				On 26th inst.			
SINGAPORE, PENANG & CALCUTTA				SUKONGIANG				J. W. Hickey				OASA SHOSH KAISHA				On 26th inst.			
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SINGAPORE, PENANG & CALCUTTA				SUKONGIANG				J. W. Hickey				OASA SHOSH KAISHA				On 26th inst.			
SINGAPORE, PENANG & CALCUTTA				SUKONGIANG				J. W. Hickey				OASA SHOSH KAISHA				On 26th inst.			
SINGAPORE, PENANG & CALCUTTA				SUKONGIANG				J. W. Hickey				OASA SHOSH KAISHA				On 26th inst.			
SINGAPORE,																			



# BRITISH INDIA S. N. CO., LTD. HONGKONG. CANTON. MACAO & WEST RIVER STEAMERS

REGULAR SERVICE BETWEEN  
CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

## EASTWARD.

S.S. "ARRATON APCAR," 4,450 tons, Capt. W. Walker, will be despatched to SHANGHAI, KOBE and MOJOI on 30th June.  
S.S. "JAPAN," 6,015 tons, Captain C. P. Seddon, will be despatched to KOBE & MOJOI (Yokohama if sufficient inducement offers) on 3rd July.

## WESTWARD.

S.S. "GREGORY APCAR," 4,600 tons, Capt. J. E. Drake, will be despatched for SINGAPORE, PENANG and CALCUTTA on 25th June.  
S.S. "DILWARA," 5,378 tons, Captain Ramago, R.N.R., will be despatched as above on 30th June.  
The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a fully qualified surgeon.  
For Freight or passage, apply to

DAVID SASSOON & CO., LTD.  
Agents.  
Hongkong, 10th June, 1913.

## "THE BIG 4" of the PACIFIC MAIL S.S. CO.

COMFORT.	FROM HONGKONG calling at
MONGOLIA 27,000 tons, twin screws.	SHANGHAI, NAGASAKI,
MANCHURIA 27,000 tons, twin screws.	KOBE (via Island Sea),
KOREA 18,000 tons, twin screws.	YOKOHAMA and HONO-
SIBERIA 18,000 tons, twin screws.	LULU (the "Paradise of the
(NILE ... 11,000 tons.	Pacific) through Service via
ALSO CHINA ... 10,200 tons.	NEW YORK to Europe.
PERIA ... 9,000 tons.	
SAFETY.	SPEED.

## SOME FEATURES OF SERVICE.

Lights, Fans, Swimming Tank, Band, Cuisine, Games, Amusements, Wireless, Submarine Signal Service, and Bilge Keels.

The Cost: is not more by this route with its unrivalled opportunities than by any other route. For a return ticket to London the cost is but £120, including berth and meals across America. To San Francisco via Japan and Honolulu the cost is £45. For the INTERMEDIATE SERVICE First Class accommodations are provided for £54 to London (return ticket £90.10s.) and to San Francisco £36. SPECIAL RATES to Officers, Army, Navy, Consular or Civil Service, on application.

STEAMERS.	THIS	Starts:	WEDDAY,	11th June,	at 5 P.M.
MONGOLIA	27,000	"	TUESDAY,	1st July,	at 3 P.M.
PERIA	9,000	"	FRIDAY,	4th July,	at 1 P.M.
KOREA	18,000	"	SATURDAY,	19th July,	at 1 P.M.
SIBERIA	18,000	"	TUESDAY,	29th July,	at 1 P.M.
CHINA	10,200	"	TUESDAY,	5th Aug.,	at 1 P.M.
MANCHURIA	27,000	"	TUESDAY,	19th Aug.,	at 3 P.M.
NILE	11,000	"	TUESDAY,	26th Aug.,	at 1 P.M.
MONGOLIA	27,000	"	TUESDAY,	26th Aug.,	at 1 P.M.

• INTERMEDIATE STEAMERS.  
Passengers holding through Tickets have the privilege of travelling by Train between Kobe and Yokohama Free of Charge.

## HONGKONG-MANILA SERVICE.

FROM HONGKONG.	Arrive Manila.	Leave Manila.	Due Hongkong.
1st July ... PERIA ...	3rd July.	21st July ... PERIA ...	23rd June.
4th July ... KOREA ...	6th July.	19th July ... CHINA ...	21st July.
25th July ... CHINA ...	31st July.	27th July ... MANCHURIA ...	29th July.
19th Aug. ... NILE ...	21st Aug.	9th Aug. ... NILE ...	11th Aug.
16th Sept. ... PERIA ...	18th Sept.	17th Aug. ... MONGOLIA ...	19th Aug.

## LET US PLAN AN ITINERARY FOR YOU.

KING'S BUILDING (opposite Blake Pier).  
O. H. RITTER, Acting Agent.  
Panama Pacific International Exposition—San Francisco—1915

## MESSAGERIES MARITIMES. FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE, VIA SUEZ CANAL.  
FORTNIGHTLY SERVICE TO AND FROM JAPAN, VIA SHANGHAI.

FOR	STEAMER	TO SAIL
SHANGHAI, KOBE AND YOKOHAMA	ATLANTIQUE	On 16th June, at 7 A.M.
YOKOHAMA	Capt. Lida	
YOKOHAMA VIA PORTS	PAUL LECAT	On 17th June, at 1 P.M.
	Capt. Valt	

TRANSFERRING on the Co's Steamers at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA, at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.

Through Tickets to LONDON via PARIS from £27.10 up to £71.10. 26 hours Railway from MARSEILLES to LONDON. Interpreters meet passengers on their arrival in Marseilles.

For further particulars apply to P. THOMAS, AGENT, QUEEN'S BUILDING.

## THE BANK LINE, LIMITED. (ANDREW WEIR & CO.)

## TRANS-PACIFIC SERVICE.

SAILINGS TO TAKE PLACE AS MAY BE ARRANGED FROM HONGKONG TO

VICTORIA, VANCOUVER, B.C., SEATTLE AND TACOMA. CARRYING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND COMMON PORTS.

## INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

## PROPOSED SAILINGS.

FROM HONGKONG: 23rd June. Connecting with "KATANGA" 10th July.

## ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

## PROPOSED SAILINGS.

S.S. "DUNERIE" On 21st June.

For Rates and Further Information, apply to THE BANK LINE, LIMITED, MANAGING AGENTS.

## HONGKONG-CANTON LINE.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. AND CHINA NAVIGATION CO., LTD.

HONGKONG TO CANTON.	CANTON TO HONGKONG.
WEDNESDAY, 11th JUNE, 1913.	WEDNESDAY, 11th JUNE, 1913.
8 a.m. "HONAM."	8 a.m. "HEUNGSHAN."
10 a.m. "KINSHAN."	5 p.m. "FATSHAN."

THURSDAY, 12th JUNE, 1913.	THURSDAY, 12th JUNE, 1913.
8 a.m. "HEUNGSHAN."	8 a.m. "HONAM."
10 p.m. "FATSHAN."	5 p.m. "KINSHAN."

A Telephone service has been recently installed on the Canton Company's steamers. Day steamers Call No. 776. Night steamers Call No. 775.

## HONGKONG-MACAO LINE.

S.S. "SUI TAI," Tons 1651. S.S. "SUI AN," Tons 1651.  
HONGKONG TO MACAO.  
Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf. Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.  
Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

## EXCURSION TO MACAO.

SUNDAY, 15th JUNE, 1913.  
The Company's Steamship "SUI AN"

Will depart from the WING LOK STREET WHARF at 9 a.m. and return from Macao at 5 p.m.  
N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 a.m. and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.

This Steamer connects with the excursion steamer returning from Macao at 5 p.m.

## FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

## CANTON-MACAO LINE.

S.S. "HAI-SANG," 457 tons. S.S. "NANNING," 569 tons.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.

Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m.

Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "LINTAN" and "SANUI." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the Office of the

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

Hotel Mannings (First Floor), opposite the Blake Pier.

## SWEDISH EAST ASIATIC CO., LTD. GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).  
DESTINATION STEAMERS TONS DATE OF SAILING.

SHANGHAI, YOKOHAMA, CEYLON ... 9,000 ... About 20th June.

KOBE and MOJOI ... 2,000 ... About 20th June.

For Freight and Further Particulars, apply to ARTHUR NILSSON & CO., 371 VIK BUILDINGS, TOP FLOOR.

## SAN FRANCISCO SCENIC ROUTE.

TRANS-PACIFIC TOYO KISEN KAISHA TRANS-CONTINENTAL WESTERN PACIFIC DENVER AND RIO GRANDE.

New Triple Screw Turbine Flyers—21 Knots Speed.  
S.S. TENYO MARU ... 22,000 tons.  
S.S. CHIYO MARU ... 22,000 tons.  
S.S. SHINYO MARU ... 22,000 tons.

AND S.S. NIPPON MARU ... 11,000 (LBS. INTERMEDIATE).  
HONGKONG TO SAN FRANCISCO via CHINA and JAPAN PORTS and HONOLULU. Semi-tropical route—String Orchestra, Daily tank bathing, cricket, baseball, dances and free newspaper containing World's happenings by wireless.

## WESTERN PACIFIC-DENVER AND RIO GRANDE.

The T.K.K. lines connect at San Francisco with the Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver WITHOUT CHANGE.

Through Standard Sleepers, Through Tourists' Sleepers, Dining Cars—Observation Cars.

New lands, cities and scenes—hundreds of miles through the gorgeous scenery of the Sierras—Feather River Canyon—and the Royal Gorge of Colorado.

Convenient connections at Chicago with trains for New York Transatlantic Steamers and other Eastern points.

When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for Ticket form No. 626

C. LACY GOODRICH, GENERAL ORIENTAL AGENT, 75 MAIN STREET, YOKOHAMA, AND KING'S BUILDING, HONGKONG

## AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government.)  
MONTHLY FAST SERVICE TO TRIESTE (VENICE).  
Via SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ and PORT SAID.

S.S. "AFRICA," 3840 tons, will leave as above on 13th June at 5 P.M.

Superior accommodation for 1st and 2nd Class passengers, no surtax, no tips, no inside Cabin. Doctor.

FARES: Hongkong-Trieste (Venice), £50 1st, £35 2nd, £19 3rd Class.

MONTHLY ORDINARY SERVICE TO TRIESTE (VENICE) via STRAITS (CALCUTTA), COLOMBO, BOMBAY (KARACHI), ADEN, SUEZ and PORT SAID.

S.S. "GISELA," will leave as above about 1st July. (For Cargo and only.)

These Steamers of large tonnage are fitted with comfortable and class accommodation for Saloon Passengers. No Surtax. Doctor, Stewardess, Wireless Telegraphy.

RAILWAY FARES: Trieste-London. BY SIMPLON EXPRESS: Class I £31.15, II £21.6.

Via Venice, Milan, Simplon, Lugano, Paris, Calais or Boulogne, Class I £31.15, II £21.6.

Via Venice, Milan, St. Gotthard, Lucerne, Lake Lucerne, Class I £31.15, II £21.6.

Via Vienna, Cologne, Brussels, Ostend, Dover, Class I £31.15, II £21.6.

Via Munich, Cologne, Hook or Flushing, Class I £31.15, II £21.6.

TO SHANGHAI.

S.S. "KOERBER," 9,900 tons, will leave as above on 28th June, at 5 P.M.

FARES: Hongkong-Shanghai, £5 1st, £4 2nd, £2 3rd Class.

to KOBE via SHANGHAI, YOKOHAMA.

S.S. "E. F. FERDINAND," 12,300 tons, will leave as above about 28th June.

Cargo taken at through rates to all ports in Adriatic, Levant, Black Sea & Danube, also North & South America.

SANDER, WIELER & Co., Agents, Hongkong, 5th June, 1913.

## NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS AND DISPLACEMENT	TONS	SAILING DATES
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MARSHILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID

AKI MARU Capt. Ken, 12,500 { WED'DAY, 18th June, at 8 P.M.

MISHIMA MARU Capt. A. E. Moss, 16,000 { WED'DAY, 2nd July, at Daylight.

AWA MARU Capt. E. Shimizu, 12,500 { TUESDAY, 17th June, at 4 P.M.

SADO MARU Capt. A. Salawa, 12,500 { TUESDAY, 1st July, at 4 P.M.

KUMANO MARU Capt. M. Winkler, 9,300 { WED'DAY, 2nd July, at Noon.

INABA MARU Capt. S. Tomimaga, 12,500 { WED'DAY, 30th July, at Noon.

COLOMBO MARU Capt. Kawashima, 6,000 { SATURDAY, 14th June.

KAMAKURA MARU Capt. T. Hori, 12,500 { MONDAY, 23rd June.

ATSUTA MARU Capt. J. Nagao, 16,000 { THURSDAY, 19th June, at 11 A.M.

TOSA MARU Capt. Sato, 12,000 { MONDAY, 23rd June.

INABA MARU Capt. Tomimaga, 12,500 { WED'DAY, 2nd July, at 11 A.M.

KAWACHI MARU Capt. Christiansen, 12,500 { WED'DAY, 18th June.

1 Cargo only

8 Fitted with New System of Wireless Telegraphy

## REDUCED SUMMER RATES BETWEEN HONGKONG AND JAPAN PORTS.

SPECIAL EXCURSION TICKETS (1st and 2nd Class), available for 3 Months. Commencing from 1st June, ending 30th September, 1913.

	YOKOHAMA	KOBE	MOJOI	NAGASAKI
Return.	Return.	Return.	Return.	Return.

1st Class ... \$135 \$122 \$108 \$95

2nd " ... \$81 \$75 \$65 \$57

With option of Rail between Steamers' Calling Ports in Japan.

For Further Information as to Freight, Sailing, &c., apply to—

T. KUSUMOTO, MANAGER.

Telephone Nos. 232 and 1241. (11—12—13)

## PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS FOR MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c. THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave	Connecting Steamers	Due	Due
to	HONGKONG	from COLOMBO to	MARSEILLES	PLYMOUTH
COLOMBO		MARSEILLES & LONDON	(Brindisi 2 days earlier)	(London 1 day later)

Steamer Noon, SATURDAY Steamer SUNDAY SATURDAY

ARCADIA ... June 21 MARMORA ... July 20 July 26

DEVANHA ... July 5 MEDINA ... Aug. 3 Aug. 9

CHINA ... July 19 MOLDAVIA ... Aug. 17 Aug. 23

ASSAYE ... August 2 MALOJA ... Aug. 31 Sept. 16

DELTA ... August 16 MONGOLIA ... Sept. 14 Sept. 22

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON: 1st SALOON £71.10 SINGLE £36.14 RETURN. 2nd SALOON £40.83 SINGLE £20.41 RETURN.

IN ADDITION TO THE ABOVE MAIL STEAMERS INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR LONDON

CARRYING 1st AND 2nd SALOON PASSENGERS AT REDUCED RATES. PROPOSED SAILINGS:

STEAMERS	Leave	Due	Due
HONGKONG	MARSEILLES	ABOUT	LONDON
ABOUT	ABOUT	ABOUT	ABOUT

SUMATRA ... June 11 July 16 July 25

NUBIA ... June 25 July 31 Aug. 10

SUNDA ... July 9 Aug. 15 Aug. 24

SARDINIA ... July 23 August 29 Sept. 7

SIMLA ... August 6 Sept. 12 Sept. 21

NAMUR ... August 20 Sept. 25 Oct. 4

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES.

FARES TO LONDON: 1st SALOON £55.00 SINGLE £27.50 RETURN. 2nd SALOON £28.10 SINGLE £14.05 RETURN.

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy. For further Particulars, apply to—

E. A. HEWETT, SUPERINTENDENT



**PENINSULAR & ORIENTAL**

STEAM NAVIGATION COMPANY.

FOR	STAMEN	TO SAIL	REMARKS
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	SUMATRA Capt. W. R. Le Mare, R.N.R.	10 A.M. 11th June.	Freight and Passage.
SHANGHAI, MOJI, KOBE (SARDINIA) and YOKOHAMA	DEVANHA Capt. G. Manley	1 P.M. 14th June.	Freight and Passage.
SHANGHAI	DEVANHA Capt. W. R. Hickey	About 19th June.	Freight and Passage.
LONDON via USUAL PORTS (ARCAIDIA) OF CALL	ARCAIDIA Capt. S. Barcham	Noon. 21st June.	See Special Advertisement.

All the above Steamers are fitted with Wireless Telegraphy.

For Further Particulars apply to

E. A. HEWETT,  
Superintendent.

Hongkong, 10th June, 1913.

**CHINA NAVIGATION CO., LD.**

SAILINGS SUBJECT TO ALTERATION

FOR	STAMEN	TO SAIL
SHANGHAI	"ANHUI"	On 12th June, 4 P.M.
SHANGHAI & HONGKONG	"HONGKONG"	On 13th June, 10 A.M.
SHANGHAI	"CHENAN"	On 14th June, 10 P.M.
WEIHAIWEI & TIENTSIN	"HONGKONG"	On 17th June, 10 P.M.
SHANGHAI	"LUCHOW"	On 19th June, 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI."

MANILA LINE—TWIN SCREW STEAMERS "CHINHUA," "TAMING" and "TEAN." Excellent food accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck aft. on "TAMING" and "TEAN."

SHANGHAI LINE—THE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "LINAN" and the S.S. "LUCHOW," having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. For the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night. These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

REDUCED FARES:—SINGLE \$15.....RETURN \$75.

For Freight or Passage apply to—  
HONGKONG, 11th June, 1913. TELEPHONE 36. AGENTS**THE EASTERN & AUSTRALIAN  
STEAMSHIP CO., LTD.**

MAIL SERVICE TO AUSTRALIA

VIA MANILA.

MAIL SCHEDULE  
(SUBJECT TO MODIFICATION).

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ST. ALBANS	On 27th June.	On 21st June, Noon.
EASTERN	On 28th July.	On 19th July, Noon.
EMPIRE	On 28th July.	On 16th Aug., Noon.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A State-Rooms have Electric Fans &amp; duly qualified Doctor and Stewards are carried. For further particulars apply to

GIBB, LIVINGSTON & Co.,  
AGENTS.**HAMBURG-AMERIKA LINIE**  
IN CONJUNCTION WITH  
DEUTSCHE DAMPSCHIFFFAHRT GESELLSCHAFT "HANSA."Regular Sailings from JAPAN, CHINA and PHILIPPINES,  
via STRAITS and COLOMBO,  
to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK  
and from MANILA, HONGKONG and JAPAN to  
VANCOUVER (B.C.) and PORTLAND (Or.)TAKING Cargo at Through Rates to all European, North Continental and British  
Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean,  
Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMEWARD.
FOR SHANGHAI, KOBE and YOKOHAMA:	FOR HAVRE, ROTTERDAM, HAMBURG & ANTWERP:
S.S. GOLDENFELS ... 13th June.	S.S. ALESIA ... 12th June.
S.S. C. FERD LABISZ ... 19th June.	FOR MARSEILLES & HAMBURG:
S.S. PREUSSEN ... 30th June.	S.S. SAMBIA ... 13th June.
S.S. SILESIA ... 20th July.	FOR HAVRE, BREMEN & HAMBURG:
S.S. BELGRAVIA ... 30th July.	S.S. SEGOVIA ... 19th June.
	FOR VANCOUVER, SEATTLE and/or TACOMA & PORTLAND (Or.)
	S.S. C. FERD LABISZ ... 20th June.
	FOR MARSEILLES, HAVRE, HAMBURG:
	S.S. SITHONIA ... 23th June.
	FOR MARSEILLES, HAVRE & HAMBURG:
	S.S. FUERST BUELOW ... 30th June.

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,  
Hongkong Office.**DOUGLAS STEAMSHIP CO., LD.**  
HONGKONG-SOUTH CHINA COAST PORTSHIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid  
Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.FOR  
SWATOW, AMOY AND FOOCHOW  
AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAICHING"	Capt. W. C. Passmore	FRIDAY, 13th June, at 11 A.M.
"HAITAN"	Capt. J. S. Roach	TUESDAY, 17th June, at 11 A.M.

FOR SWATOW AND RETURN.

(Occupying 3 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAIMUN"	Capt. J. W. Evans	WEDNESDAY, 11th June, at 1 P.M.
		SUNDAY, 15th June, at 10 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS, LAPRAIK & Co.,  
GENERAL MANAGERS.

Hongkong, 11th June, 1913.

**TOYO KISEN KAISHA.**IMPERIAL JAPANESE  
TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Operating the THREE TRIPLE SCREW TURBINE Steamers

CHIYO MARU. SHINYO MARU  
TENYO MARU.

Speed 21 KNOTS, Displacement 22,000 TONS.

and the TWIN SCREW S.S.

"NIPPON MARU."

INTERMEDIATE STEAMER  
Speed 18 KNOTS, Displacement 11,000 TONS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	CAPTAIN	DATE OF SAILING.
NIPPON MARU	A. G. Stevens	TUESDAY, 17th June, Noon.
TENYO MARU	E. Bent	SATURDAY, 21st June, at Noon.
SHINYO MARU	W. C. T. Filmer	SATURDAY, 12th July, at Noon.
CHIYO MARU	W. W. Greene	THURSDAY, 7th Aug., at Noon.

The S.S. "NIPPON MARU" will be despatched for SAN FRANCISCO via  
MANILA, NAGASAKI, KOBE, SHIMIDZU, YOKOHAMA and HONO-  
LULU on TUESDAY, the 17th June, at Noon.**SOUTH AMERICA LINE.**(In Connection with the NATIONAL RAILWAYS OF MEXICO at MANZANILLO  
and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS

The Steamers—

BUYO MARU, HONGKONG MARU and KIYO MARU

Fly between HONGKONG and CORONEL via MOJI, KOBE, YOKOHAMA,  
HONOLULU, HILO, (HAWAII), MANZANILLO, SALINA CRUZ,  
CALLAO, ARICA, IQUIQUE and VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	TONS	DATE OF SAILING.
KIYO MARU	17,200	TUESDAY, 5th Aug., at Noon.
BUYO MARU	10,500	SATURDAY, 4th Oct., at Noon.
ANYO MARU	18,500	WEDNESDAY, 3rd Dec., at Noon.

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS  
TELEGRAPH APPARATUS and POST OFFICES.SPECIAL RATES:—To OFFICERS of the ARMY and NAVY, members of the  
CIVIL and CONSULAR SERVICES, and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD

For Full Particulars as to Passage and Freight, apply to

S. MORIMOTO, AGENT,  
King's Building (Opposite Blake Pier).**OSAKA SHOSEN KAISHA.**REGULAR SERVICES.  
PROPOSED SAILINGS FROM HONGKONG.  
(SUBJECT TO ALTERATION).

TRANS-PACIFIC LINE.

IN CONNECTION AT TACOMA AND SEATTLE WITH

THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY CO.  
FOR VICTORIA, B.C. and TACOMA via JAPAN PORTS.

STEAMER	CAPTAIN	LEAVING
"TACOMA MARU"	T. Hamada	THURSDAY, 12th June, at 1 P.M.
"PANAMA MARU"	J. Kano	WEDNESDAY, 25th June, at 1 P.M.
"SEATTLE MARU"	T. Saito	THURSDAY, 10th July, at 1 P.M.
"MEXICO MARU"	N. Kobayashi	WEDNESDAY, 23rd July, at 1 P.M.
"CHICAGO MARU"	Goto	THURSDAY, 7th Aug., at 1 P.M.
"CANADA MARU"	K. Hori	WEDNESDAY, 20th Aug., at 1 P.M.

Calling at KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI,  
SHIMIDZU and YOKOHAMA.These Newly-Built Steamers have fair speed and are fitted with the Wireless Apparatus.  
A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for  
carrying Silk, Treasure and Parcels. Special attention given toward Express connection.**JAPAN-BOMBAY LINE.**FOR BOMBAY via SINGAPORE, PORT SWETTENHAM,  
PENANG & COLOMBO.

STEAMER	CAPTAIN	LEAVING
"SAIGON MARU"	T. Yamaguchi	THURSDAY, 26th June, P.M.
"INDO MARU"	M. Nemoto	WEDNESDAY, 30th July, P.M.
"LUZON MARU"	H. Yamamoto	TUESDAY, 26th Aug., P.M.

FOR MOJI, KOBE and YOKKAICHI.

STEAMER	CAPTAIN	LEAVING
"INDO MARU"	M. Nemoto	SUNDAY, 22nd June, P.M.
"LUZON MARU"	H. Yamamoto	FRIDAY, 18th July, P.M.
"SAIGON MARU"	T. Yamaguchi	FRIDAY, 22nd Aug., P.M.

**CHINA & FORMOSA LINE.**

FOR FOOCHOW via SWATOW and AMOY.

STEAMER	CAPTAIN	LEAVING
"KAIJO MARU"	T. Yamamoto	WEDNESDAY, 18th June, at 2 P.M.

FOR TAMSUI via SWATOW and AMOY.

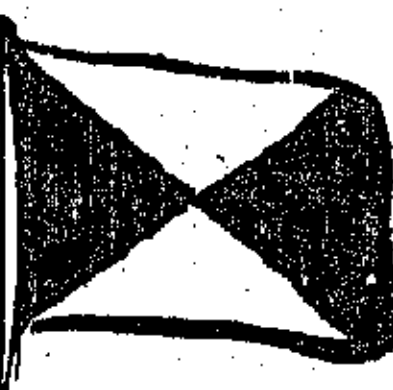
STEAMER	CAPTAIN	LEAVING
"DAIGI MARU"	S. Tokuehige	SUNDAY, 15th June, at Noon.
"DAIJIN MARU"	M. Nagano	

STEAMER	CAPTAIN	LEAVING
FOR ANPING AND TAKAO via SWATOW and AMOY.		
"SOSHU MARU"	K. Tashiro	WEDNESDAY, 11th June, at 10 A.M.

STEAMER	CAPTAIN	LEAVING
FOR CANTON.		
"SOSHU MARU"	K. Tashiro	

These Steamers of Coast and Formosa Line have Excellent accommodation for First  
and Second Class Passengers and are fitted with Electric Light and Fans.  
These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour  
Office, Prince Central).

For FURTHER INFORMATION, apply to

Z KAMIYA,  
MANAGER  
Second Floor, No. 1, Queen's Building**PHILIPPINES S.S. CO.**

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATA
RUBI	4000	J. Miller	Manila, Mangarin, Hollo and Cebu	On 16th June, 4 P.M.
ZAFIRO	4000	McMurray	Manila, Mangarin, Hollo and Cebu	On 26th June, 4 P.M.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers,  
HONGKONG, 9th June, 1913. PHILIPPINES S.S. Co.**THE TAIKOO DOCK YARD**

AND ENGINEERING CO. OF HONGKONG, LTD.

TAIKOO DOCK YARD, HONGKONG.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS,  
BRASS AND IRON FOUNDERS, CONSTRUCTIONAL,  
ELECTRICAL AND MECHANICAL ENGINEERS.  
WELDING AND CUTTING OF METALS BY OXY-ACETYLENE  
AND ELECTRIC SYSTEMS.Estimates given for quick construction and repair of Ships, Engines,  
Boilers, Railway Rolling Stock, Bridges, and all Classes  
of Engineering, Iron and Wood Work.GRAVING DOCK—78' by 88' by 34' 6"  
Pumps Empty Dock in 2-3/4 hours.THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing  
conditions for painting ships with most efficient results.100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES  
throughout the Shops ranging up to 100 Tons.

50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS FOR—

JOHN I. THORNYCROFT &amp; CO., LTD.

PETROL and KEROSENE MARINE MOTORS 7-1/2 to 150 H.P.

As supplied to the British Admiralty and War Office.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS, LAUNCHES,  
HOUSEBOATS and PLEASURE CRAFT OF EVERY DESCRIPTION.

MOTOR PUMPING and LIGHTING SETS, MOTOR VEHICLES, Etc.

Dockyard Manager, Mr. J. REID, can be seen between the hours of 11 A.M. and 12 Noon  
at the Town Office.**BUTTERFIELD & SWIRE**

HONGKONG, CHINA, AND JAPAN, AGENTS.

TELEPHONE No. 212.

Telegraphic Address:—"TAIKOO DOCK." [449]

**JAVA-CHINA JAPAN LIJN**

REGULAR FORTNIGHTLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJITAROEM	JAVA	First half of June.	JAPAN	First half of June.
TJIPANAS...	SHANGHAI	First half of June.	JAVA	First half of June.
TJIKINI ...	JAVA	First half of June.	JAPAN	First half of June.
TJILWONG	JAVA	First half of June.	SHANGHAI	Second half of June.
TJILATJAP.	JAVA	Second half of June.	JAPAN	Second half of June.
TJIBODAS...	JAVA	First half of July.	SHANGHAI	First half of July.
TJIMANOER	JAVA	Second half of July.	JAPAN	Second half of July.
TJIMAH	JAVA	Second half of July.	JAPAN	Second half of July.

The Steamers are all fitted throughout with Electric Light and have accommodation for  
a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports  
on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Yok Buildings, 1st Floor.  
Hongkong, 4th June, 1913.

Telephone No. 375.

16

**THE AUSTRALIAN ORIENTAL  
LINE.**

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

SAILINGS (SUBJECT TO ALTERATION).

Steamer.	Arrive Hongkong from Australia.	Leave Hongkong for Australia.
"CHANGSHA"	11th June.	16th June.
"TAIYUAN"	6th July.	11th July.

These Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of  
Ice, Fresh Provisions, etc., and have superior accommodation with Electric Light throughout  
and Electric Fans in the State-Rooms. A duly qualified Doctor is carried. Reduced Fares.  
Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

For freight or passage, apply to

BUTTERFIELD &amp; SWIRE,

Hongkong, 4th June, 1913. TELEPHONE No. 36.

AGENTS.

[755]

**NORDDEUTSCHER LLOYD. BREMEN  
IMPERIAL GERMAN MAIL  
LINES.**

FOR	STEAMER	TONS	TO SAIL.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"GOEBEN"	Capt. A. AHLBORN, 17,300	Wedday, 11th June, at 10 A.M.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"DERFFLINGER"	Capt. F. PROSCH, 17,000	About Wedday, 11th June.
MANILA, YAP, SAMARAI, MARONN, NEWGUINEA, BRIS- BANE, SYDNEY and MELBOURNE	"PRINZ WALDEMAR"	Capt. H. BREMER, 6,100	Saturday, 14th June, at 9 A.M.
KOBE and YOKOHAMA	"COELENZ"	Capt. L. KROGIST, 6,750	About Tuesday, 24th June.
KUDAT and SANDAKAN	"BORNEO"	Capt. F. SEMILL, 5,000	End of June.

All the Steamers of the European Line are fitted with Wireless Telegraphy  
New System of Telefunken.

For Further Particulars apply to

NORDDEUTSCHER LLOYD,  
MELOHRS & Co.,

GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 7th June, 1913.



# OVOCITIN NERVE FOOD.

Ovocitin is a Combined Nerve Food made on strictly scientific principles. Besides other aptly chosen ingredients that are blood-forming tonics, it contains 25% Lecithin Albumen, which is well-known on account of its high physiological importance. Ovocitin is the best and most efficient nourishment in case of nervousness and accompanying symptoms, loss of appetite, sleeplessness, etc.

Sole Manufacturers:

**HESSE & GOLDSTAUB,**  
HAMBURG.

General Agent for Hongkong and China:

**HUGO C. A. FROMM.**

Hongkong, 21st May, 1913.

# AHMLING'S GOUT FLUID

A remarkable and guaranteed innocuous remedy of quick and excellent effect against GOUT, PODAGRA, RHEUMATISM, ISCHIAS, etc.

Two Table-Spoonfuls to be taken 10 minutes before each meal and before going to bed.

Sole Manufacturers:

**AHMLING & CO.,** Hamburg.

General Agent for Hongkong and China:

**HUGO C. A. FROMM.**

Hongkong, 21st May, 1913.

# KAYSER'S

# PAINTS

"Perfect" Powder Paints,  
Oil Paints,  
Dry Paints,  
Ship's Paints,  
Varnishes.

Are World Renowned.

**KAYSERWERKE KAYSER & Co**  
LUEBECK.

General Agent for Hongkong and China:

**HUGO C. A. FROMM.**

Hongkong, 21st May, 1913.

# NOTICE POST OFFICE

The *Chengow* is due to arrive here to-day, with the London Mails (via Siberia) of Friday, the 23rd ult.

The *Derflinger*, with the German Mail, left Singapore on Saturday, the 7th inst., at 8 a.m., and is expected to arrive here to-day, at about 3 p.m.

FOR	PER	DATE
Swatow, Amoy, and Formosa via Amoy	<i>Szechu Maru</i>	Wednesday, 11th, 8.00 A.M.
Haitong and Bangkok	<i>Mahe</i>	Wednesday, 11th, 9.00 A.M.
Haitong and Pakhoi	<i>St. Kiang</i>	Wednesday, 11th, 9.00 A.M.
Strait and Colombo	<i>Sumatra</i>	Wednesday, 11th, 9.00 A.M.
STRAITS, BURMAH, CEYLON, ADELPHI, WESTERN AUSTRALIA, INDIA, ADEPHI, BOXT, and EUROPE via NAPLES	<i>Gochen</i>	Wednesday, 11th, 9.00 A.M.
Shanghai and North China	<i>Choyang</i>	Wednesday, 11th, 11.00 A.M.
Swatow and Siam	<i>Drufar</i>	Wednesday, 11th, 11.00 A.M.
Swatow	<i>Haiman</i>	Wednesday, 11th, 11.00 A.M.
Macao	<i>Sui Tai</i>	Wednesday, 11th, 1.15 P.M.
Jaya via Kuching and Koba, Victoria, Lyons, Vancouver and Seattle	<i>Talhybis</i>	Wednesday, 11th, 2.00 P.M.
FORMOSA via KEELUNG, SHANGHAI, NORTH CHINA, JAPAN via NAGASAKI, CANADA, HONOLULU, UNITED STATES AMERICA, and SOUTH AMERICA via SAN FRANCISCO (EUROPE via SIBERIA)	<i>Mongolia</i>	Wednesday, 11th, 2.15 P.M.
SHANGHAI, NORTH CHINA and JAPAN via NAGASAKI (EUROPE via SIBERIA)	<i>Derflinger</i>	Wednesday, 11th, 5.00 P.M.
Port Bayard, Haitong and Pakhoi	<i>Hongkong</i>	Thursday, 12th, 9.00 A.M.
Swatow, Amoy and Bourdeaux	<i>Halvard</i>	Thursday, 12th, 11.00 A.M.
Jaya via Koba	<i>Fausang</i>	Thursday, 12th, 11.00 A.M.
Formosa via Keelung, Japan via Victoria, B.C., and Tacoma	<i>Tacoma Maru</i>	Thursday, 12th, Noon
Strait and India via Calcutta	<i>Suisang</i>	Thursday, 12th, 1.00 P.M.
Macao	<i>Sui Tai</i>	Thursday, 12th, 1.15 P.M.
Shanghai and North China	<i>Anhui</i>	Thursday, 12th, 3.00 P.M.
Philippine Islands and Straits	<i>Sanchang</i>	Friday, 13th, 9.00 A.M.
Haitong, Haitong and Pakhoi	<i>Sanchang</i>	Friday, 13th, 9.00 A.M.
Swatow, Amoy and Fochow	<i>Haitong</i>	Friday, 13th, 1.15 P.M.
Macao	<i>Sui Tai</i>	Friday, 13th, 1.15 P.M.
Philippine Islands, Maroon, Yap, Friedrich Wilhelmshafen, Rabaul, Homburg, Matupi, Samarai, Australia, Tasmania, and New Zealand via Brisbane	<i>Prinz Waldemar</i>	Saturday, 14th, 8.00 A.M.
Shanghai, North China, Japan via Moji	<i>Sardinia</i>	Saturday, 14th, Noon
Strait and India via Calcutta	<i>Kulsang</i>	Saturday, 14th, 1.00 P.M.
Philippine Islands	<i>Yuanang</i>	Saturday, 14th, 1.15 P.M.
Macao	<i>Sui Tai</i>	Saturday, 14th, 3.00 P.M.
Japan via Yokohama	<i>Itola</i>	Saturday, 14th, 3.00 P.M.
Mexico and Guaymas (Mexico)	<i>Mario</i>	Saturday, 14th, 5.00 P.M.
Swatow, Fuchow, and Tientsin	<i>Chesping</i>	Saturday, 14th, 5.00 P.M.
Shanghai and North China (EUROPE via SIBERIA)	<i>Chenau</i>	Saturday, 14th, 5.00 P.M.
Swatow	<i>Haiman</i>	Sunday, 15th, 9.00 A.M.
Philippine Islands, Australia, Tasmania, and New Zealand via Port Darwin	<i>Changsha</i>	Monday, 16th, 11.00 A.M.
Philippine Islands	<i>Bubi</i>	Monday, 16th, 3.00 P.M.
Weihaiwei and Tientsin	<i>Haitong</i>	Monday, 16th, 3.00 P.M.

# BLACK AND WHITE WHISKY.



**GARNER, QUELCH & Co.**

# COMMERCIAL.

## CLOSING QUOTATIONS.

June 10th.

On LONDON	111
Telegraphic Transfer	111
Bank Bills, on demand	111
Bank Bills, at 30 days' sight	111
Bank Bills, at 4 months' sight	111
Credit, at 4 months' sight	111
Documentary Bills, at 4 months' sight	111
On PARIS	211
Bank Bills, on demand	211
Credit, at 4 months' sight	211
On GERMANY	203
On demand	203
On NEW YORK	48
Bank Bills, on demand	48
Credit, at 60 days' sight	48
On CALCUTTA	149
Telegraphic Transfer	149
Bank, on demand	149
On SHANGHAI	72
Bank, at sight	72
Private, 20 days' sight	72
On YOKOHAMA	57
On demand	57
On MANILA	85
On demand	85
On SINGAPORE	120
On demand	120
On HAIKONG	12
On demand	12
On SAIGON	12
On demand	12
On HONGKONG	77
On demand	77
GOVERNMENT, Bank's Buying Rate	19.95
GOLD LEAF, 100 fine, per tael	52.50
BAR SILVER, per oz.	27

## SUBSIDIARY COINS.

	per cent
Chinese	20 cents pieces
Chinese	10
Hongkong	20
Hongkong	10

## MAILS VIA SIBERIA.

Location	Date
May 24th	June 9th

## TO-DAY

Noon—Canton Insurance Office, Ltd., Extraordinary General Meeting.

5.30 P.M.—Victoria Recreation Club Annual General Meeting in the Gymnasium.

## TO-NIGHT

9.15 P.M.—Hippodrome Circus at Causeway Bay.

## FORTHCOMING EVENTS.

Saturday, 14th June:—

2.30 P.M.—Auction of China Curios at Sales Rooms, by Mr. Geo. P. Lamport.

## SHARE LIST—QUOTATIONS.

HONGKONG, 10th JUNE, 1913.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS.	RETURN ON BASIS OF LAST DIV.
BANKS.—					
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$300, sales	5 1/2 p.c.
China Bank Corporation, Limited	60,000	\$12	all	\$101, sales	10 p.c.
China Light and Power Company, Ltd.	50,000	\$5	all	\$4.10, buyers	7 1/2 p.c.
China Provident Loan and Mortgage Co., Ltd.	200,000	\$10	all	\$9	
CORPORATE MILLS.—					
Ewo Cotton Spinning and Weaving Co., Ltd.	20,000	Tls. 50	all	Tls. 135, sellers	6 p.c.
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	all	\$8.55, buyers	5 p.c.
Dairy Farm Company, Limited	40,000	\$7 1/2	all	\$25	7 1/2 p.c.
DOCKS AND WHARVES.—					
H'kong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$86 1/2, buyers	6 p.c.
H'kong & Kowloon Wharf & G. Co., Ltd.	50,000	\$50	all	\$83 1/2, buyers	5 p.c.
New Amoy Dock Co., Limited	10,000	Tls. 100	all	Tls. 62	7 1/2 p.c.
S'hai Dock and Engineering Co., Ltd.	55,000	Tls. 100	all	Tls. 106, sellers	
S'hai and Hongkong Wharf Co., Ltd.	400,000	\$10	all	\$5.55, sal. & buy.	5 1/2 p.c.
Green Island Cement Co., Limited	50,000	\$10	all	\$37, buyers	5 1/2 p.c.
Hongkong Electric Co., Limited	12,000	\$50	all	\$122	5 1/2 p.c.
Hongkong Hotel Company, Limited	8,000	\$25	all	\$38	
Manila Metropolitan Hotel Limited	15,000	Pa. 10	all	\$24	7 p.c.
Hongkong Ice Company, Limited	5,000	\$25	all	\$184	10 p.c.
Hongkong Rope Manufacturing Co., Ltd.	60,000	\$10	all	\$2 1/2, sal. & sal.	
H'kong & North China Steam Navigation Co., Ltd.	15,000	\$10	all	\$4, buyers	
Hongkong Steel Foundry Co., Ltd.	15,000	\$10	all	\$10	
Hongkong Tramway Co., Ltd.	325,000	—	—	—	
INSURANCE.—					
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$295, sales	5 p.c.
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$147, sal. & sal.	6 1/2 p.c.
Hongkong Fire Insurance Co., Ltd.	8,000	\$250	\$50	\$357, buyers	7 p.c.
North China Insurance Co., Limited	18,000	\$15	\$5	Tls. 135, buy.	6 1/2 p.c.
Union Insurance Society, Limited	12,000	\$250	\$100	\$792 1/2	
Yangtze Insurance Association, Ltd.	12,000	\$100	\$50	\$185, buyers	6 1/2 p.c.
LANDS AND BUILDINGS.—					
H'kong Land Investment Agency Co., Ltd.	50,000	\$100	all	\$110, buyers	6 1/2 p.c.
Hongkong Land Reclamation Co., Ltd.	25,000	\$100	\$75	\$9, sal. & sal.	6 p.c.
Hongkong Estate and Finance Co., Ltd.	150,000	\$10	all	\$9, buyers	8 p.c.
Humphreys Estate and Finance Co., Ltd.	6,000	\$50	\$30	Tls. 40	
Kowloon Land and Building Co., Ltd.	78,000	Tls. 50	all	\$74 1/2, buyers	7 p.c.
Shanghai Land Investment Co., Ltd.	12,500	\$50	all	\$74 1/2, buyers	
Wai Point Building Co., Limited	25,000	Gds. 10	all	Tls. 57	
MAINTENANCE.—					
Chinese Engineering and M. Co., Ltd.	1,000,000	\$2	all	33/9	
Heewood Tin and Rubber Estate, Ltd.	22,000	\$1	all	\$5.80, sellers	
Hauk Australian Gold Mining Co., Ltd.	160,000	\$1	all	75/6	
Trough Mines, Limited	25,000	\$10	all	\$106, sales	7 p.c.
Peak Tramways Co., Limited	50,000	\$10	all	\$90, buyers	
Philippine Co., Limited	75,000	\$10	all	\$20, sellers	
Palapa & Papeteries de Tonkin Societe des	13,200	\$50	all	\$20, sellers	
REFINERIES.—					
China Sugar Refining Co., Limited	20,000	\$10	all	\$105, sal. & buy.	5 p.c.
Leong Sugar Refining Co., Limited	7,000	\$100	all	\$37	
STEAMSHIP COMPANIES.—					
China and Manila Steamship Co., Ltd.	30,000	\$2	all	\$11, sal. & buy.	4 1/2 p.c.
Douglas Steamship Co., Limited	20,000	\$5	all	\$56, sellers	7 p.c.
H'kong, Canton & Macao S.B. Co., Ltd.	60,000	\$1	all	\$27 1/2, sellers	
Indo-China Steam Navigation Co., Ltd.	60,000	\$2	all	\$92	
Shell Transport and Trading Co., Ltd.	2,500,000	\$1	all	\$110, sellers	4 p.c.
Star Ferry Company, Limited	6,000	\$1	all	\$51, buyers	
South China Morning Post, Limited	20,000	\$1	all	\$22, sellers	
Steam Laundry Company, Limited	20,000	\$1	all	\$4.70, sellers	
STORES AND DISPENSARIES.—					
Campbell, Moore & Co., Limited	1,200	\$10	all	\$2	
Gande, Price & Co., Limited	50,000	\$1	all	\$5	
Gow, Wai & Co., Limited	15,000	\$1	all	\$10, buyers	4 1/2 p.c.
Wai & Co., A. & B. Limited	90,000	\$10	all	\$8.10, sal. & div.	
Weissmann, Limited	3,000	\$10	all	\$23, buyers	8 p.c.
United Asbestos Oriental Agency, Ltd.	9,300	\$10	all	\$300	
Union Waterboat Co., Limited	100 shares	\$1	all	\$18	7 1/2 p.c.
Para Rubber in London					3/84 per lb.
Loans.					
Chinese Imperial 1885	Tls. 767,200	Tls. 250	7 1/2 p. annu. p.p.		

VERNON & SMYTH, Share Brokers.



AT  
**THE SIGN  
OF  
PERFECTION!**

**MASPERO "SPECIALS"**

**Bouton Rouge  
Felucca**

## MILKMAID

STERILIZED

NATURAL

MILK

A NATURAL

SUMMER

DRINK.



TRY IT ICED.

FOR SALE AT ALL GROCERY STORES.

## "KING GEORGE IV."

WHISKY

THE DISTILLERS CO., LIMITED.

A COMBINATION OF

FINE QUALITIES:—

AN OLD WHISKY

WITH

A NEW CHARM.

THE TOP NOTCH SCOTCH.



SOLE AGENTS—**GANDE, PRICE & CO., LTD.,**

WINE MERCHANTS,  
6, QUEEN'S ROAD CENTRAL,  
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